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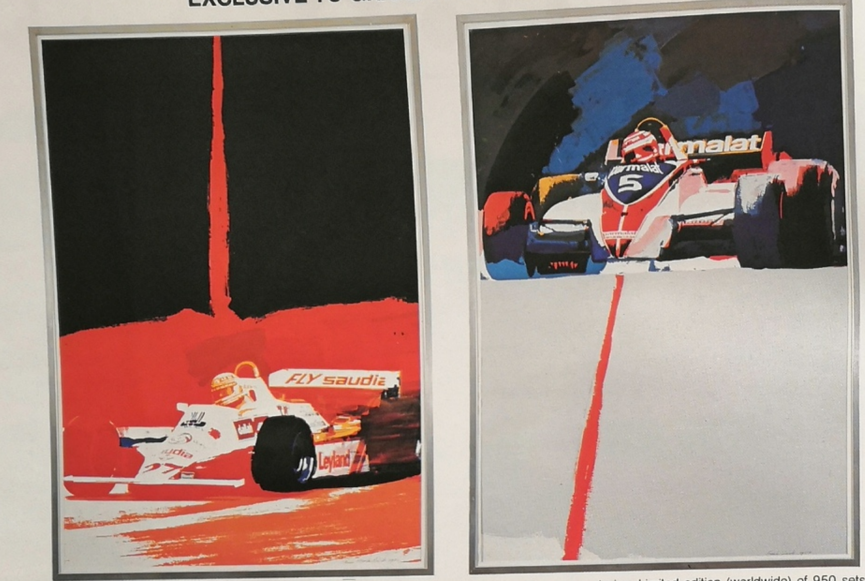

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The Formula One magazine is published 10 days after each Grand Prix.

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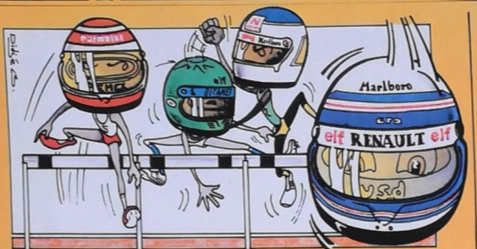
The paddock in Zandvoort



UNNECESSARY VIOLENCE

Not for the first time in the history of the Dutch Grand Prix, members of the auxiliary police force cast a cloud over the otherwise friendly efforts of the race organisers by grossly exceeding their duties.

The victims this time were three mechanics from the Williams team. Attempting to comply with broadcast requests to clear the pits immediately after the GP was over, they were provented from removing their equipment by a large contingent of police who had been assigned the task of guarding the ladder to the victory podium.

After a light-hearted attempt by the mechanics to clear the way with a can of soft drink, it appears that a baton charge was ordered in retaliation. One mechanic was pushed to the ground as his heavy tool chest toppled on to him, while two others were assaulted about the face and body by police truncheons.

One of the first on the scene after this disgraceful display was Alan Jones, who immediately went off in search of the perpetrator. Perhaps fortunately for the part-time Dutch lawman, he had been led away by colleagues to be dealt with by his own superior officer. Still shaking with rage, the world champion described the police as *"timid neo-Nazis hiding behind a badge"*.

Whether or not Jones is right, it seems unnecessary that Zandvoort should be patrolled by armed men who are totally unfamiliar with racing and its protocol. The job could be done with much more grace and understanding by civilian marshals, as it is elsewhere in Europe.

GILLES FOR WILLIAMS... AND OTHER TALES

Gilles Villeneuve to leave Ferrari? Although the Canadian refused to comment on the subject as we were going to press, we believe that this frustation with the Italian team (and an equivocal letter to him after the Austrian GP which was distributed to the press by its author, Enzo Ferrari) could encourage him to quit.

Our information is that Gilles is talking seriously about joining Williams for 1982, provided that the British team's sponsors can be persuaded to pay the Commendatore's severance demands. We don't know where this leaves Alan Jones, although you can read elsewhere (page 36) that the champion has still not decided whether he wants to be a farmer or a driver.

Other tips about 1982: Riccardo Patrese for Brabham, almost certainly as Nelson Piquet's number 2; Keke Rosberg as Andrea de Cesaris's replacement at McLaren; and Elio de Angelis to stay at Lotus despite an offer from Alfa Romeo.

Among the many other drivers being courted by Jack Oliver for the Arrows team are Eddie Cheever and Marc Surer. And there is now a strong possibility that Mario Andretti wants to stay with Alfa, provided that ex-Ligier engineer, Gerard Ducarouge is engaged by the team for 1982 on a permanent basis.

ANDREA DOES IT AGAIN

De Cesaris: more MP4 crash tests

McLaren driver Andrea de Cesaris, a keen reader of these pages, was not at all happy with the pressimistic suggestions concerning his Formula 1 future which he found in the last issue of GPI. Unfortunately, nobody could overlook the serious accident which befell Andrea in the final qualifying session at Zandvoort. It was the fourth shunt in a row for the rapid Italian, who at 22 is the youngest driver currently racing in F1.

Throughout practice, the various speed traps on the pit straight had indicated that Andrea was braking as late, if not later, than anyone on the circuit. It would appear that he left his braking just a moment too late before the shunt, which occured as he started his first flying lap after putting on his second and final set of qualifying tyres.

Almost without slowing, it seemed, the number 8 McLaren ran straight ahead at breathtaking speed towards the outside of the circuit. It hit the pile of impact-absorbing tyres, leaped in the air, and came to rest under the horrified gaze of the large Dutch crowd.

It was a shaken young man who climbed unaided out of the car, and the McLaren mechanics who arrived quickly on the scene were not surprised to find him in an emotional state.

Although Marlboro representatives continue to deny that there is any sort of dispute over whether or not de Cesaris should be allowed to continue, it was evident from the stern faces of the McLaren International personnel that even their patience is beginning to be exhausted. After a long discussion, it was decided that de Cesaris would not take over the team's spare car. In theory, it remains at the disposal of McLaren team John Watson: and this car itself had only just been repaired following a testing incident at Silverstone outside the control of Watson, who had been driving at the time.

After treatment for a stiff neck, de Cesaris spent much of the remainder of the weekend in the company of Signor Aleardo Buzzi, the European President of Philip Morris/Marlboro. *"Signor Buzzi has taken a close interest in Andrea's racing career for several years,"* explained a Marlboro spokesman.

BASIL TYE AIMS FOR PARIS

Basil Tye: the presidency?

After the political struggles which racked motorsport throughout the winter of 1980/81 it is not surprising that Monsieur Jean-Marie Balestre is going to find some opposition when he offers himself in October for a second three-year term as President of FISA.

The first opponent to present his candidacy is Mr Basil Tye, a well-known FISA delegate who only recently relinquished his position as the federation's circuit safety specialist. Mr Tye, 56, has 27 year's experience in the administration of the sport, and presently heads the RAC Motor Sports Association in London.

Among the items on Mr Tye's election manifesto are demands for *"consultation, continuity and stability"* in the making of competition rules, together with improved administration of FISA headquarters in Paris.

ALAN AND JACQUES: AS GOOD AS GOLD

Collecting their gold Walter Wolf "fighting spirit" trophies at Zandvoort were Alan Jones (for Hockenheim) and Jacques Laffite (for Osterreichring); with Gilles Villeneuve, they still hold the three first places overall.

The Wolf jury in Holland gave Marc Surer the most votes, but Eliseo Salazar's fine drive earned him runner-up spot.

Once again, the jury in the Candy-sponsored "clean driving" trophy was influenced by the race result. Alain Prost and Nelson Piquet (who still leads overall) took the most votes, with Alboreto joint third. Not many rival drivers would agree with the latter placing...

ZOLDER'S $1.2m PITS

Memories of the incidents at this year's Belgian GP are still fresh in the minds of those who were present. It was with great pleasure, therefore, that international pressmen were able to study a model of the new facilities which had been specially brought to Zandvoort.

At an estimated cost of $1.2 million (about £650,000), Zolder will have a completely rebuilt pit complex with lock-up garages and a new air-conditioned pressbox backing on to a more extensive paddock area. Sixty per cent of the money has been provided directly by the Belgian govenment, with the remainder coming from local sources. The work will be completed in time for the 1982 Belgian GP on May 9.

'OUR MAN IN F3' STAYS AHEAD

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PLASTIC PADDING
THE FORMULA ONE MAGAZINE
Grand Prix
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Dr Jonathan: our leading man

Presently carrying the colours of *Grand Prix International* in Formula 3 is Dr Jonatham Palmer, the 25 year old from Surrey who has already built up a big lead in, the Marlboro British F3 championship.

Jonathan's abilities have already earned him one invitation (from March) to drive an F1 car, and during a flying visit to Zandvoort he made some additional contacts which should be useful later in the year.

He didn't stay for the Dutch GP though, for he had an appointment the following afternoon with his Ralt-Toyota at Silverstone. His report is as follows:

"I qualified on the front row but found that I had some trouble with the gearbox during the warm-up laps. By the time I found a gear, the field was already at the first corner!

"I must have passed about 25 cars in the 25 laps of the Club circuit I was determined to do well and not make mistakes: my last five laps were all within 0.1 second... and they were all under the existing lap record".

In fact Jonathan finished 3rd overall behind first-time F3 winner Dave Scott and Belgian Thierry Tassin. With four rounds of the Marlboro championship to go, he has 102 points to the 73 of 2nd man Tassin. *"I need only two points more than Tassin at the next round (Oulton Park, September 27) in order to make sure of the title,"* he says.

The editor and chief photographer of *Grand Prix International* chose a very appropriate car for their trip to Holland: a Renault turbo. It was a Renault R5 Turbo, just as impressive in its way (970 kilos, 160 bhp) as its RE30 "sister" was to prove in the Zandvoort race circuit. Its stunning good looks stopped other drivers in their tracks... in fact, three of them managed to run into each other as they stared!

POLES APART

There are scarcely two more different characters than Jacques Laffite and Carlos Reutemann. Laffite is an extrovert: he enjoys life, and shows it. Reutemann is quiet, an introvert who is difficult to get to know. To find that such different characters are both involved in the demanding sport of motor racing is one thing, but for some reason they also have a strange and unfortunate magnetism.

At Zolder in 1978, the two men tangled at the final chicane before the finish. Last year at Jarama, they crashed again. This time it was a spectacular accident when they were dicing for the lead. Overtaking a backmarker, there was a misunderstanding, and Carlos ran into Jacques.

The two drivers had a third coming-together at Zandvoort. First and third in the World Championship before the race, they were battling for fourth place in the race. On lap 19, Reutemann tried to outbrake Laffite into the 180 degree banked Tarzan corner. Normally, with any other driver, Reutemann would have had a chance. But Laffite has a driving style that is unique to him in Formula 1. He learnt it in his early racing school days in France. It calls for a tight entry into corners like Tarzan at Zandvoort, or the Sachs Curve at Hockenheim. The driver changes direction mid-corner, transferring the car's weight to the back wheels for a rapid exit. But Reutemann tried to take an even tighter line than Laffite's. The two cars thumped into one another. It was inevitable. The Ligier bounced into the air and spun off into the catch fencing. The Williams, with at least a foot of ground clearance under the front left hand wheel, retired a few hundred yards later.

It was unthinkable that two experienced drivers should be involved in such a ridiculous accident. Each has over 100 Grands Prix behind him. And each came to Zandvoort with one aim: to defend his World Championship position.

Laffite was as much surprised as disappointed. He hadn't tried to block his rival. Reutemann had only just begun to challenge him. And it wasn't his way of trying to win the World Championship. Reutemann had disappeared by the time the race ended. But a close friend excused his moment of carelessness by blaming pressure from journalists. Who are we to argue?

Eric BHAT

Engineer Michel Tetu, driver Alain Prost and team manager Gérard Larrousse (back to camera): the winning team (Photo B. Asset/A + P)

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Alain Prost and Renault RE 34, winners in the Dutch sand dunes, a combination of determination and intelligence (Photo B. Asset/A + P)

HOW PROST PREPARED FOR VICTORY

Life is good for Prost: he's winning Grands Prix, his first son has just been born, and his favourite relaxation is bouncing his Abatte powerboat off the St Tropez waves (Photo B. Asset/A + P)

When the green flag was waved in the pit lane on Friday morning at Zandvoort, it was the signal for Alain Prost to begin his victory campaign. Suspension adjustment after suspension adjustment, tyre test after tyre test, he neared the moment when he was totally confident. But the win wasn't yet his, and there was the odd worry. However, he did know how to lead the race, because he'd laid his plans to perfection. During the early and crucial laps of the race, Prost resisted Jones's challenge, not only with driving skill, but with rare intelligence. And it was the latter, intelligence, that won in the end.

by Eric BHAT

The empty bottles were cleared away, the mass of journalists had gone off to file their stories by telephone and telex, the paddock was beginning to clear. Michel Tetu sat down outside the Renault team's motorhome and began to work. It was a much better way to spend the late afternoon than sitting in the traffic jams outside the circuit. The simple trestle table covered by a cloth was transformed by the large trophy in the middle. It was the cup that had been presented to Alain Prost on the rostrum. Tetu ignored it and plunged into his diagrams and papers with the typically one-tracked mind of an engineer.

"Hey Michel." The technician raised his eyes to the little fellow calling him. It was Alain Prost, the hero of the day. *"Do you want the trophy?"* Seeing Tetu's eyes widen in incredulity, Alain went on, *"take it, it's for you."* Still wide-eyed, Tetu mumbled his embarrassed thanks.

Alain Prost knew just what he was doing. He was conscious of the debt he had to repay to Tetu who had so much contributed to his own win, not just on that Sunday afternoon, but also throughout the two preceding days. *"We've done a lot of things to the car throughout the weekend,"* explained Alain. *"As we never had any problems, we were able to devote the whole of practice to testing aero-*

→

dynamics and mechanical elements. In each session, we've been able to take time to fine tune the car. The result was that the car was absolutely perfect for the race. It was well-balanced, easy to drive, exactly the way it should be."

From that moment on, things seemed almost logical. A well-balanced car means one which will use softer tyres without wearing them excessively. But the grip from the softer tyres will be used efficiently. The chances of winning were considerably improved. But that's theory; in practice, the race wasn't won yet. But Alain Prost succeeded in making his tyres last the distance. This is how.

On Saturday afternoon, Gérard Larrousse, Michel Tetu and Prost were nowhere to be seen. *"They're in the transporter,"* they said at the motorhome. *"They're not here, they must be in the motorhome,"* the mechanics said at the truck. *"Anyway, they haven't left the track yet,"* said some helpful soul.

He was right. Team manager, engineer and driver were in the Zandvoort paddock, deep in conversation with Michein's Pierre Dupasquiet and some of his technicians down in the tyre company's truck. The talk was of compounds 405, 701, a combination of the two, blistering, grip and wear. This was tyre talk, and it went on for 90 minutes. That's almost as ong as the race itself, but it could be a conversation that would determine the next day's winner. Prost was taking everything in.

The subject of their discussion was Michelin's 405 compound tyre, the softest race tyre that they had at Zandvoort. Alain desperately wanted to use the tyre in the race the next day, because it would obviously give the best grip. But during Saturday morning's unofficial practice session, doubts had been cast as to whether it was the best tyre available, and whether it would last a race distance. Alain's Renault was lapping with relatively empty fuel tanks, and yet after only ten laps, one of the tyres had blistered. These days, the Michelin men work with so many teams that it allows them a much greater knowledge of their tyres' capabilities. *"I think it is just that one tyre that was at fault,"* explained one of Dupasquier's assistants. *"Normally, it shouldn't have blistered so quickly."*

Some people say that tyre companies are so conscious of drivers finishing races with badly blistered tyres that *"the more hard tyres are chosen, the happier they are. In fact they'd be happiest if drivers chose concrete tyres."* The outcome of Saturday afternoon's discussion was that the wisest combination for the race would be soft tyres on the right, and harder tyres on the left, the side that takes the most wear at Zandvoort.

All the same, Prost was still tempted by the soft 405s all round. *"It may have been a bit risky to use them, but I listened closely to what they said about the tyres. The Michelin men explained the tyres' behaviour and reactions, and how a driver had to use them to his best advantage. So I knew just what I had to do to lead the race, and remain in the lead of the race."*

On Sunday morning, Prost tried the combination of hard and soft tyres to please the Michelin men, and then had his car fitted with a set of the softer tyres. *"The car was so well balanced that I was sure that they could last the distance. I may not have been able to drive hard throughout, but I was conscious of the fact. Frankly, after the warm-up, I was sure that I'd made the right choice."*

Prost was sure that he'd made the right tyre choice, but he couldn't be sure of winning. The two Renaults occupied the front row of the grid for the fourth race in succession, but the competition wasn't that far behind them. *"We haven't the same margin that we had in Austria,"* conceded Gérard Larrousse. He obviously didn't think that his cars would be dominant during the race. Alain Prost made his only mistake of the weekend by predicting that *"it won't be a car or driver race today, but a tyre race."* His mistake was that he didn't think it would a drivers' race, when it was, and he had a lot to do with it.

Prost took the lead at the start and initially drew out a three second lead until Jones overtook Arnoux's hard-tyred Renault. Jones was soon right behind the leading car, but Prost beat off his challenges, at the same time, conserving his tyres. *"That was the important thing,"* smiled the little Frenchman after the race, pleased with himself for having done everything just right. *"I didn't really take any notice of Jones, I was looking after my tyres. I knew what I had to do. Pierre Dupasquier had explained everything to me. The Michelins are different to Goodyears in that the former are very competitive for the first four or five laps of a race, and then they lose a little competitivity. After that, the tyres remain constant. The Goodyears behave completely the opposite. They're not competitive at the start, but after five laps, they improve. So just when my tyres were going off slightly, the Goodyears were improving. Another thing about the 405s is that when they begin to go off, you have to ease up a little and not drive as hard, otherwise there's a risk of damaging them. You then have to let them settle down on their own. It was when I eased up that Jones caught me. I let him do so, I did nothing to try and pull away because I was looking after my tyres."*

Prost must have felt totally confident to allow such a tough competitor as Jones to catch him so easily. But that's just how Prost won his race: by keeping a cool head despite Jones's threat.

An exciting battle between the two drivers kept the crowd on its toes for the next few laps. Jones was eager to pass, but Prost remained calm. *"Each time I looked in my mirrors as we came out of a corner, I could see the Williams sliding behind me. I was watching Jones using up his tyres! Even when he overtook me, I knew that I could repass him, either on the straight or later because his tyres obviously weren't going to last."*

At the end of the pit straight, Prost surprised Jones who was trying to overtake Cheever's Tyrrell. *"He wasn't expecting me to try and overtake. That's my revenge for what happened at Hockenheim."*

But the Australian wasn't beaten yet. The two cars rounded Tarzan side by side, the Williams on the outside as it had been on a number of occasions before when Jones had tried to overtake. But the Renault came out in front. *"Alan must have felt a bit sick about that. Furthermore, I think he already had tyre trouble, because he didn't challenge me again. From then on, everything went well. The car improved as the laps went by and the fuel load lightened. The tyres settled down and remained constant. When I had six or seven seconds lead over Alan, I eased up. All I had to do then was win. It was easy."*

"We'll be alright at Monza," Jones had said after the race. Prost had smiled: *"he said that? I don't think he's made the right choice of circuit. But I hope he gets onto the rostrum. The left or right hand sides aren't booked yet. He can chose which ever he wants."* After the tyre battle comes the war of nerves... ☐

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Prost and Jones fight it out at Tarzan: their battle waf the highlight of the Dutch Grand Prix. Yet the Renault driver managed to resist without wrecking hif tyres. (Photo Asset/A - P)

Gérard Fayolle (Michelin) and Michel Tetu (Renault), two important contributors to Prost's win (Photo Thierry Bovy/DPPI)

EXTRA, EXTRA

by Mike DOODSON

TYRES SETTLE THE ISSUE

Anyone who saw the tyres on the cars of Nelson Piquet and Alan Jones after the Dutch GP would have had difficulty in believing that both drivers were pleased with the company that had supplied them. The left rear Goodyear on Jones's Williams, for example had scarcely a shred of rubber left on it: it was worn down (with a miraculous evenness!) from shoulder to shoulder, with the nylon cords of the carcass showing through.

But after his hard words for Goodyear in Austria, Jones was full of praise at Zandvoort for the men from Akron. *"Goodyear gave us the tyres we wanted here, and we responded by qualifying pretty close behind the turbocars on a circuit which is well suited to turbocharging."*

The decision taken by the Williams and Brabham teams to use a soft compound was forced on them by the condition of the circuit during the warm-up on Sunday morning. *"We tried both a soft and a hard compound,"* explained Williams engineer Neil Oatley: *"there was almost a second a lap difference between the two, so really there was no choice: we had to use the soft tyre."* Anxious Goodyear men suggested that the drivers might at least try the more durable compound tyre on the hard-worked left rear wheel, but neither Jones nor Reutemann was prepared to do that. They wanted to win, even if it entailed a risk.

The Dutch GP, in fact, looked very much as though it would be decided by the choice of tyres, for similar decisions were being taken all around the paddock at lunchtime on Sunday. In the Brabham motorhome, Nelson Piquet had chosen the same Goodyear compound as the two Williams, while at Renault Gérard Larrousse decided to start Prost's car on soft Michelins and Arnoux's on harder ones. The difference between the two compounds was to become immediately apparent in the race, when Prost was able to lead while Arnoux's otherwise perfectly healthy Renault dropped back from 2nd place eventually to be overtaken by five cars before slithering off into retirement in the sand.

For Prost, being in the lead enabled him to spare his tyres. The only occasions when he was forced to press hard were when Jones momentarily passed him as they lapped Salazar and the Renault driver missed a gear. In a memorable moment at the Tarzan corner, Prost called up all the reserves of grip from his Michelins to brake later than Jones and grab the inside line, a manouevre which paid off for him under acceleration away from the long, long turn.

The loser was Jones, whose lap times began to stretch out noticeably only a couple of laps after his valiant assault on the leading Renault: the rear tyres on the Williams were finished, and Alan's race turned into a struggle to spare them and get to the flag without further damage.

Behind him in a safe 3rd place, Nelson Piquet had nursed his tyres a little more carefully. *"Right from the start, the car had been oversteering. When it oversteers, you know that the tyres will be finished in a few laps if you press too hard. Then I was told by my pit signals that I was catching Jones easily, and as soon as I got close enough to his car I knew that his tyres were in even worse shape than mine. He had no chance of fighting me: he must have been lapping five or six seconds a lap slower than me by then."*

There remains one intriguing question which will never be answered: what would have happened if one of the "big three" at the finish had elected to try hard tyres? Would he have lost too much time at the beginning of the race to be able to catch up at the end? If he had been able to close up at the end, would he have been in a position to force the others to destroy their tyres altogether?

Judging from their happy smiles on the podium, however, it was perfectly evident that Piquet and Jones were delighted to have got to the finish, regardless of the sorry state of their tyres. ☐

TOLEMAN'S UNENVIABLE RECORD

The Candy-sponsored team of Toleman turbocars arrived at Zandvoort with their best-yet chance of qualifying for a Grand Prix. One week earlier, they had completed successful tests at Monza with a new, lighter version of the TG181 chassis. *"The car was good in corners,"* reported Brian Henton, *"but it lacks acceleration."* To remedy that handicap, Brian Hart brought his latest four-cylinder 415T "monobloc" engine to Zandvoort.

Everyone associated with the Witney-based team was excited about the potential of the new engine, which is designed to produce more than 580 horsepower at 9500 rpm with a boost pressure of 1.8 atmospheres (similar to the pressures used by Renault and Ferrari with their V6 engines). *"The cylinder block and the cylinder head are cast and machined in one piece,"* explained Brian Hart. *"It's not a new principle, but it has certain advantages, of which improved cooling is the most obvious, that are particularly useful for a turbocharged unit. This is the engine which we should have had from the beginning if the team had not been obliged to start at Imola, when we weren't really ready.*

The new car and the "monobloc" engine were entrusted to number 1 Toleman driver Brian Henton, who shared Hart's belief that qualifying, at last, should have been no problem. Indeed, with 22nd fastest time in Saturday's official session, despite a damaged intercooler, Henton was understandably confident before Saturday's practice.

But disaster struck after only one lap. A metal clip used to secure one of the many pipes on the engine inexplicably came undone and fell into the path of the toothed belt which drives the camshafts. The belt broke, causing the valves to collide with the pistons, virtually destroying the new engine. *"It's a serious setback,"* confessed Hart, *"because this is the only monobloc engine which we have. I must say that I am particularly sorry for the engineer who assembled it, because the integral cylinder head makes engine-building a very tricky process."*

Driving the team's spare car, Henton was slower than he had been the day before. A large rain cloud which had threatened the circuit shortly before the final hour's qualifying failed to drop its contents on Zandvoort, and in the dry conditions the unfortunate Henton had the agonising experience of seeing his Friday time beaten by three other cars. With Derek Warwick trying vainly to make up for time lost as the result of an accident on Friday, the Tolemans were out of the race. It was the ninth consecutive Grand Prix for which the valiant and hard working British team has failed to qualify. This is a miserable record for a team which carried off last year's Formula 2 championship in such effortless style. *"Last year we had a 94 per cent finishing record in F2, so you can see what a difficult task we have set for ourselves in Formula 1,"* said a team spokesman. Nevertheless, the team will continue its heavy programme of testing and development, apparently still with the support of its many sponsors. There is no shortage of ability or enthusiasm at Toleman: what is needed is just a soupçon of good fortune to ease their way to that longed-for place on the starting grid. ☐

Candy
PIRELLI
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EXTRA, EXTRA

par Mike Doodson

ELISEO'S INCENTIVES

Until the Austrian Grand Prix, the label that stuck to Eliseo Salazar was "renta-driver." All that most journalists and team managers knew of the 26 year old Chilean was that he had won a couple of Aurora F1 races in 1980 against modest opposition, supported by an apparently bottomless budget flowing all the way from Santiago.

It was cash, too, which had secured the Ensign drive for Salazar. After Monaco, where Marc Surer had won a top six place for the little team, Ensign owner Mo Nunn had been forced to end their association and accept Salazar, who came from the disastrously unsuccessful March outfit with a record of one start. (Imola) from a total of six attempts to qualify for championship Grands Prix.

With Ensign, however, the personable newcomer - son of the President of Chile's motorsport federation - has shown that he is capable of continuing the good work started by Surer. In Austria, he found himself battling, albeit briefly, with the likes of Pironi and Patrese. Then his engine ran out of oil.

At Zandvoort, where a minor practice accident almost prevented him from qualifying, Eliseo (pronounced Elli-say-oh) found himself fighting with the back-of-the-grid brigade. He passed Alboreto and Borgudd without too much trouble before getting involved with Stohr. But although the Avon-shod Ensign was lapped by the leaders as early as lap 22, the heavy retirement rate was destined to put car number 14 on the leaderboard. For Eliseo, however, there was a score to be settled that was just as important to him as any world championship point. *"The pit signalled to me that I was closing on Marc Surer in 6th place. I knew that Marc is Mo Nunn's favourite driver, so I wanted very much to pass him. Unfortunately, I put four wheels on the grass at the chicane as I did so, tearing off one of the Ensign's skirts."*

With four laps to go, the now ill-handling Ensign was pushed down to 6th place by Alboreto's Tyrrell. Almost immediately, though, the young Italian missed a gear and blew up his engine. Salazar happily polished off the last three laps to score the first world championship point ever to be scored by a Chilean driver.

"Obviously I'm pleased," he said as journalists crowded round to congratulate him. *"I touched Jarier at the start, damaging a front wing, and at the end I was having to hold the gear lever to avoid jumping out of second gear. The important thing is that I was able to pass people."*

A contented Mo Nunn was delighted for a different reason: *"this point will make a lot of difference next year, because only those who score points in the second half of the season will get the free travel arrangements from FOCA for the non-European races at the beginning of 1982.*

"I'm extremely pleased, too, for Eliseo. We are working well with him, and this result proves that he's been under-rated. But then we seem to have given a lot of young drivers their first points in F1: drivers like van Lennep, Tambay, Daly and Surer all got points in Ensigns. And I hope that Eliseo gets into the habit of doing it for us now."

□

Marlboro
PIRELLI
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FITTIPALDIS DRAW A BLANK

There was something noticeably different about the two Fittipaldi F8C chassis which reappeared at Zandvoort after their enforced absence from the Austrian GP. Maybe it was the sprinkling of new white bodywork, or perhaps the freshly-rebuilt engines which the mechanics were removing from their plastic wrappers.

But there was still no sign of a major sponsor for the team, despite the wire service report from Sao Paulo a week earlier which stated that Wilson Fittipaldi had at last named the long-awaited sponsor. According to the news bulletin, the team's benefactor is to be the German oil company Avia. Within 24 hours, alas, representatives of Avia denied all the stories of the deal and the eight million dollars which had been said went with it.

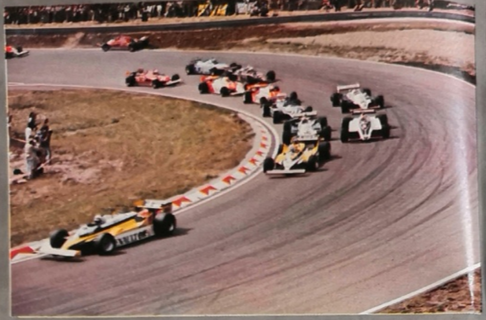
There was, however, one sign that the Fittipaldi brothers have not been wasting their time in Brazil. The two cars driven by Keke Rosberg and Chico Serra were running for the first time on Pirelli radial ply tyres, evidently the result of pressures brought on the Milanese company from Brazil, where there are three Pirelli factories. *"Getting free tyres has turned out to be rather expensive,"* confessed one team member: *"the Pirellis are made for 15-inch wheels... and the cost of 12 sets of new wheels added up to £20,000 plus VAT!"*

New tyres, though, have not provided all the answers to the team's handling problems, and when engine troubles intervened the two cars were doomed not to start a Grand Prix for the third consecutive occasion. It was not entirely the fault of the team, however, for in Rosberg's case it turned out that there was something seriously wrong with the ignition system which caused the engine to misfire badly. And the unfortunate Serra, after various problems with his car, had been expecting to qualify... until Andrea de Cesaris's accident just in front of him forced him to brake suddenly and miss his chance.

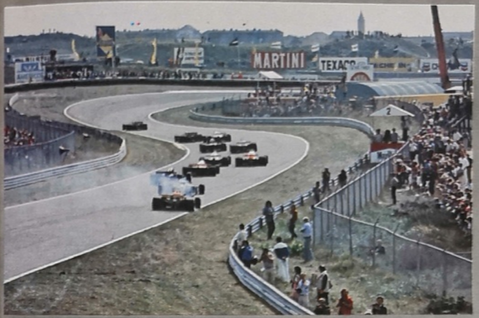
□

THE FILM OF THE RACE

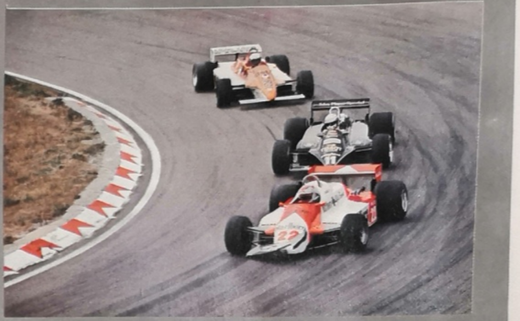
The 72 lap Dutch Grand Prix in some ways resembled the German GP held a month previously. Prost took the lead at the start, but was soon caught and challenged by Jones. But this time Prost resisted Jones's persistent attempts to take the lead. And after 30 laps, Jones had so little rubber left on his tyres that he began to drop back, allowing Prost to take an undisputed win. The Williams driver slowed to such an extent that Piquet was able to overtake him for second place a few laps from home.



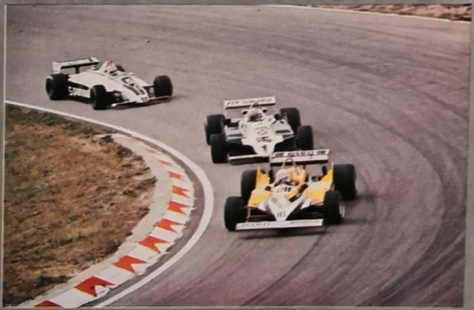
1 - First corner, first lap: Prost leads from Arnoux, while Villeneuve spins into the sand



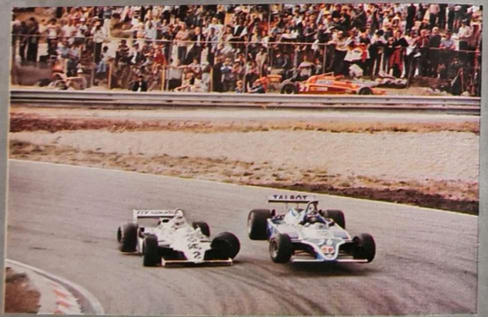
2 - A few hundred yards down the track, Pironi in the second Ferrari tangles with Tambay; both retire



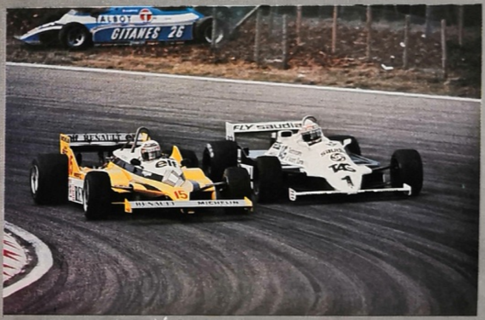
3 - Yet another to suffer during the first lap is Andretti, whose Alfa's front wing points skywards after a brush with Reutemann



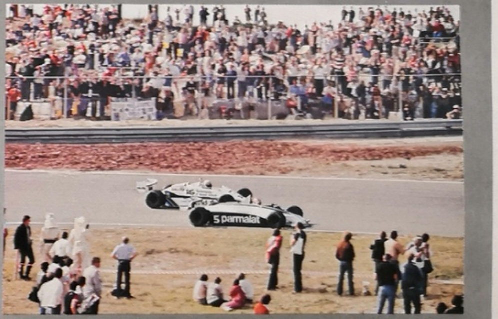
4 - In the opening laps, Prost pulls out a lead, while Arnoux holds up Jones and Piquet



5 - Laffite and Reutemann are eliminated on the 19th lap in an extraordinary accident at Tarzan; neither car completes the lap



6 - Having overtaken Arnoux, Jones catches Prost within ten laps: their long tussle has begun. Here Prost resists an overtaking manœuvre from Jones at Tarzan



7 - Jones has had to allow Prost to pull away, but by the end of the race, the Williams driver's tyres are in such poor condition that Piquet easily overtakes him for second place

PRACTICE

The Renaults once again dominated practice. Arnoux set fastest time from Prost during the first official session. Jones was third quickest in front of close championship rival teammate Carlos Reutemann and Nelson Piquet. Both Alfa Romeos were more competitive than of late, Andretti setting eighth fastest time, while Giacomelli was provisionally ninth. Henton was amongst the provisional qualifiers with 22nd fastest time set in the monobloc-engined Toleman.

René Arnoux failed to set a faster time on the Saturday, unlike Alain Prost who bumped his teammate off pole position. Jones didn't go any quicker either: he was pushed back to fourth fastest by Nelson Piquet. Reutemann improved his time, but remained on the third row with Laffite beside him. The Frenchman thought he might have set third fastest time if he'd used his second set of qualifiers to better advantage. So the Renaults were on the front row, but recent form had indicated that they're better in practice than the race. Behind them came the four World Championship leaders. It promised to be a tough race.

Both Ferrari and Toleman were disappointed after practice. Pironi was twelfth on the grid, and Villeneuve only 16th. Toleman's hopes had been dashed on the Saturday morning when the monobloc engine had broken, and Henton had been bumped off the grid in the afternoon.

RACE

Alain Prost is becoming an expert at making lightening starts. When the starting light turned green, he immediately took the lead from Arnoux. But that other rapid starter, Gilles Villeneuve, was in trouble. Catapulting through from the eighth row, Villeneuve found himself sandwiched between Patrese and Giacomelli. The Ferrari leapt into the air and spun off into the sand. Exit one Ferrari. The second was to end its race a few hundred yards further on, when Pironi and Tambay tangled, neither completing any more laps. And only a few yards later, Andretti's front wing was damaged against Carlos Reutemann's car, and the American had to stop a few laps later to have it changed.

While these incidents were taking place, Prost had established himself in the lead and was in front of Arnoux at the end of the first lap. Prost was able to pull away as Arnoux, on harder tyres, was holding up Jones and Piquet.

On lap four, Jones passed Arnoux and began to cut the 3.5s lead which Prost had built up. Arnoux was then overtaken by Piquet, Laffite, Reutemann and Watson, before spinning off on the 19th lap.

Back at the front, Jones took eight laps to catch Prost. And once the two of them were running nose to tail, the Australian began to worry the Frenchman. He tried to overtake Prost around the outside of Tarzan, but the latter hung on to his position without giving way. On the 23rd lap, they came up to lap Salazar. Prost missed a gear and Jones nipped into the lead - but only for a few hundred yards. Under braking for Tarzan, Prost retook the lead he wasn't to lose. Jones's battle with Prost had sorely taxed his tyres, and from the 30th lap onwards, Prost's lead built up as Jones dropped back. This time the Renault lasted the distance, and Prost took the chequered flag at the end of 72 laps.

Behind the two leaders, the retirement rate was high. On the 19th lap, Reutemann tried to overtake Laffite for fourth place. The Williams hit the Ligier and both cars were too badly damaged to continue. Piquet now had a chance of getting on terms with Reutemann in the World Championship. Watson gained two places when Reutemann and Laffite retired, but his car was misfiring. He lost fourth place on the 51st lap when the electrics failed altogether. After a long battle with de Angelis, it was Rebaque who inherited fourth, with the Italian fifth. Behind them came Surer, but he slowed with loose rear suspension, allowing Salazar into sixth. But the Chilean lost a skirt when overtaking Surer, and Alboreto overtook the Ensign driver. However, only for one lap: the Italian's engine broke. At the same time, Jones was overtaken by Piquet who for the previous twelve laps had been gaining rapidly on the Williams driver.

In the closing laps, Andretti crashed spectacularly, but fortunately without serious injury to the driver. Only Prost, Piquet and Jones completed 72 laps.

Zandvoort statistics

DUTCH GRAND PRIX

Date: August 30. 1981
Circuit length: 2.642 miles
Race distance: 72 laps. 190.226 miles
Conditions: partly sunny. cool
Attendance: 70.000 spectators

THE RECORD

(last five races)

1976: HUNT (McLaren Ford)
1977: LAUDA (Ferrari)
1978: ANDRETTI (Lotus Ford)
1979: JONES (Williams Ford)
1980: PIQUET (Brabham Ford)

STARTING GRID

PROST Renault RE30 1'18"17	**ARNOUX** Renault RE30 1'18"25
PIQUET Brabham BT49 1'18"65	**JONES** Williams FW07 1'18"67
REUTEMANN Williams FW07 1'18"84	**LAFFITE** Talbot-Ligier JS17 1'19"01
ANDRETTI Alfa Romeo 179 1'19"04	**WATSON** Marlboro MP4 1'19"31
DE ANGELIS Lotus 87 1'19"73	**PATRESE** Arrows A3 1'19"86
TAMBAY Talbot-Ligier JS17 1'19"97	**PIRONI** Ferrari 126C 1'20"24
DE CESARIS * Marlboro MP4 1'20"37	**GIACOMELLI** Alfa Romeo 179 1'20"59
REBAQUE Brabham BT49 1'20"54	**VILLENEUVE** Ferrari 126C 1'20"59
MANSELL Lotus 87 1'20"66	**JARIER** Osella A 1/B 1'21"08
DALY March 811 1'21"39	**SURER** Theodore TY01 1'21"45
STOHR Arrows A3 1'21"56	**CHEEVER** Tyrrell 011 1'21"69
BORGUDD ATS HGS 1'21"76	**SALAZAR** Ensign N180 B 1'22"02

* Did not start

Non-qualified
ALBORETO (Tyrrell 011)* 1'22"030
HENTON (Toleman TG 181) 1'22"226
ROSBERG (Fittipaldi F8C) 1'23"518
SERRA (Fittipaldi F8C) 1'23"613
GABBIANI (Osella FA1) 1'23"898
WARWICK (Toleman TG181) 1'24"028

* Started at the back of the grid as de Cesaris did not start.

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TIMES IN UNOFFICIAL PRACTICE

FRIDAY MORNING

Jones	1'18"863
Prost	1'19"196
Piquet	1'19"581
Reutemann	1'19"712
Watson	1'19"802
Laffite	1'20"121
Andretti	1'20"381
De Angelis	1'20"511
Arnoux	1'20"729
Rebaque	1'21"027
Mansell	1'21"280
Giacomelli	1'21"565
Tambay	1'21"884
Villeneuve	1'22"008
De Cesaris	1'22"138
Daly	1'22"161
Cheever	1'22"694
Borgudd	1'22"784
Pironi	1'23"192
Stohr	1'23"492
Jarier	1'23"504
Surer	1'23"823
Salazar	1'23"833
Patrese	1'24"032
Henton	1'24"253
Gabbiani	1'24"544
Warwick	1'24"649
Rosberg	1'24"981
Serra	1'26"063
Alboreto	3'36"982

SATURDAY MORNING

Reutemann	1'18"356
Piquet	1'18"818
Andretti	1'19"118
Laffite	1'19"521
De Angelis	1'19"576
Prost	1'19"667
Watson	1'19"876
Giacomelli	1'19"919
De Cesaris	1'20"274
Rebaque	1'20"276
Mansell	1'20"336
Patrese	1'20"793
Villeneuve	1'20"933
Jones	1'21"251
Surer	1'21"270
Daly	1'21"555
Salazar	1'21"757
Cheever	1'21"841
Pironi	1'22"074
Arnoux	1'22"319
Alboreto	1'22"442
Borgudd	1'22"515
Tambay	1'22"785
Jarier	1'23"118
Stohr	1'23"163
Warwick	1'25"163
Gabbiani	1'25"210
Henton	1'25"362
Serra	1'27"876
Rosberg	

SUNDAY MORNING

Reutemann	1'21"02
Piquet	1'21"05
Jones	1'21"30
Prost	1'21"60
Watson	1'21"94
De Angelis	1'22"62
Arnoux	1'22"62
Mansell	1'22"65
Rebaque	1'22"69
Tambay	1'22"77
Giacomelli	1'22"86
Laffite	1'22"92
Daly	1'22"98
Andretti	1'23"09
Pironi	1'23"26
Patrese	1'23"37
Villeneuve	1'23"74
Cheever	1'24"21
Salazar	1'24"28
Surer	1'24"66
Borgudd	1'24"72
Jarier	1'25"26
Alboreto	1'25"38
Stohr	1'26"73

THEIR FASTEST RACE LAPS

	Time	Lap n
Prost	1'22"06	13
Piquet	1'22"04	12
Jones	1'21"83	15
Rebaque	1'23"53	4
De Angelis	1'23"90	13
Salazar	1'24"18	4
Stohr	1'24"87	53
Surer	1'23"17	4
Alboreto	1'25"06	6
Borgudd	1'25"04	53
Andretti	1'23"61	14
Watson	1'22"64	8
Cheever	1'24"54	4
Jarier	1'23"95	4
Arnoux	1'22"82	8
Giacomelli	1'22"66	4
Laffite	1'22"32	15
Reutemann	1'22"10	16
Patrese	1'23"26	4
Daly	1'24"98	2
Pironi	1'26"09	3
Mansell	1'37"80	1
Tambay	2'46"72	1
Villeneuve		

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
Prost	1'18"279	**1'18"176**
Arnoux	**1'18"255**	1'18"301
Piquet	1'19"236	**1'18"652**
Jones	**1'18"672**	1'19"133
Reutemann	1'19"067	**1'18"844**
Laffite	1'19"386	**1'19"018**
Andretti	1'19"896	**1'19"040**
Watson	**1'19"312**	1'19"651
De Angelis	1'21"662	**1'19"738**
Patrese	1'21"010	**1'19"864**
Tambay	1'20"802	**1'19"979**
Pironi	1'21"293	**1'20"248**
De Cesaris	1'20"651	**1'20"377**
Giacomelli	**1'20"384**	1'20"495
Rebaque	**1'20"547**	1'20"872
Villeneuve	1'21"049	**1'20"595**
Mansell	1'21"106	**1'20"663**
Jarier	**1'21"086**	1'21"294
Daly	1'22"274	**1'21"391**
Surer	1'22"389	**1'21"454**
Stohr	**1'21"568**	1'21"713
Cheever	1'21"849	**1'21"698**
Borgudd	**1'21"760**	1'22"302
Salazar	1'22"382	**1'22"024**
Alboreto	1'25"976	**1'22"030**
Henton	**1'22"226**	1'24"167
Rosberg	**1'23"518**	6'09"795
Serra	1'23"677	**1'23"613**

WORLD CHAMPIONSHIP

Position/Driver	Long Beach	Brazil	Argentina	San Marino	Belgium	Monaco	Spain	France	Britain	Germany	Austria	Holland	TOTAL
1. Reutemann	6	9	6	4	9	—	3	—	6	—	2	—	45
Piquet	4	—	9	9	—	—	—	4	—	9	4	6	45
3. Laffite	—	1	—	—	6	4	6	—	4	4	9	—	34
4. Jones	9	6	3	—	—	6	—	—	—	—	3	4	31
5. Prost	—	—	4	—	—	—	—	9	—	6	—	9	28
6. Villeneuve	—	—	—	—	3	9	9	—	—	—	—	—	21
Watson	—	—	—	—	—	—	4	6	9	1	1	—	21
8. Arnoux	—	—	2	—	—	—	—	3	—	—	6	—	11
Rebaque	—	—	—	3	—	—	—	—	2	3	—	3	11
10. Patrese	—	4	—	6	—	—	—	—	—	—	—	—	10
De Angelis	—	2	1	—	2	—	2	1	—	—	—	2	10
Cheever	2	—	—	—	1	2	—	—	3	2	—	—	10
13. Pironi	—	—	—	2	—	3	—	2	—	—	—	—	7
14. Mansell	—	—	—	—	4	—	1	—	—	—	—	—	5
15. Surer	—	3	—	—	—	1	—	—	—	—	—	—	4
16. Andretti	3	—	—	—	—	—	—	—	—	—	—	—	3
17. De Cesaris	—	—	—	1	—	—	—	—	—	—	—	—	1
Tambay	1	—	—	—	—	—	—	—	—	—	—	—	1
Tambay	1	—	—	—	—	—	—	—	—	—	—	—	1
Borgudd	—	—	—	—	—	—	—	—	1	—	—	—	1
Salazar	—	—	—	—	—	—	—	—	—	—	—	1	1

CONSTRUCTORS' CUP

1. Williams 76 pts - **2.** Brabham 56 pts - **3** Renault 39 pts - **4.** Talbot 34 pts - **5.** Ferrari 28 pts - **6.** McLaren 22 pts - **7.** Lotus 15 pts - **8.** Arrows and Tyrrell 10 pts - **10.** Ensign 5 pts - **11.** Alfa Romeo 3 pts - **12.** Tneodore and ATS 1 pt

RESULTS

1. PROST	Renault RE30	72 laps. 190.226 miles in 1hr40'22"43. 113.529 mph
2. PIQUET	Brabham BT49	8"24 behind
3. JONES	Williams FW07	35"50 behind
4. REBAQUE	Brabham BT49	one lap behind
5. DE ANGELIS	Lotus 87	one lap behind
6. SALAZAR	Ensign N180 B	two laps behind
7. STOHR	Arrows A3	three laps behind
8. SURER	Theodore TY02	three laps behind
9. ALBORETO	Tyrrell 010	four laps behind
10. BORGUDD	ATS D6	four laps behind

Fastest lap: JONES, 1'21"83, 116.234 mph

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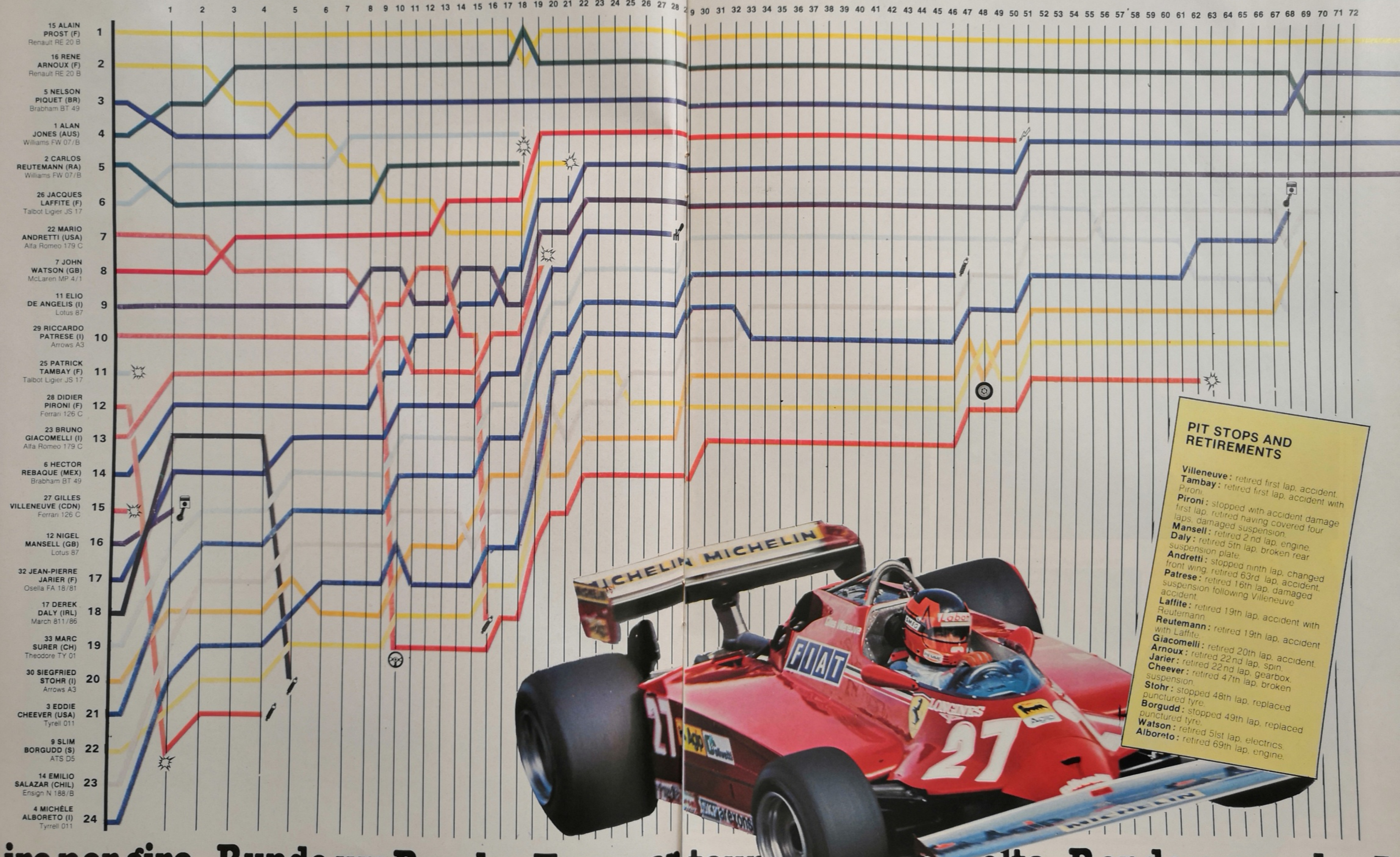
Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Ronde



PIT STOPS AND RETIREMENTS

Villeneuve : retired first lap, accident.
Tambay : retired first lap, accident with Pironi.
Pironi : stopped with accident damage first lap, retired having covered four laps, damaged suspension.
Mansell : retired 2 nd lap, engine.
Daly : retired 5th lap, broken rear suspension plate.
Andretti : stopped ninth lap, changed front wing, retired 63rd lap, accident.
Patrese : retired 16th lap, damaged suspension following Villeneuve accident.
Laffite : retired 19th lap, accident with Reutemann.
Reutemann : retired 19th lap, accident with Laffite.
Giacomelli : retired 20th lap, accident.
Arnoux : retired 22nd lap, spin.
Jarier : retired 22nd lap, gearbox.
Cheever : retired 47th lap, broken suspension.
Stohr : stopped 48th lap, replaced punctured tyre.
Borgudd : stopped 49th lap, replaced punctured tyre.
Watson : retired 51st lap, electrics.
Alboreto : retired 69th lap, engine.

Giro per giro - Runde um Runde - Tour par tour a vuelta - Ronde na ronde -

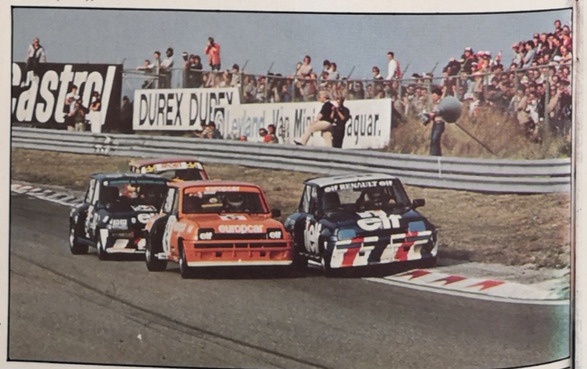
Postcard from Zandvoort

Two of GPI's favourite "postcard" models: Rita Cheever (left) and Sylvia PK

Aerial attractions: stunt parachutist (above) and powered hang-glider (below)

Napoleon invades Holland. Or did he come to haunt that great francophile Alan Jones?

The Renault R5 Turbo race was a thriller: eventual winner was Dutch former F1 driver Boy Hayje


Castrol
DUREX DUREX
Leyland Van Mini
Jaguar
europcar
elf

GIACOBAZZI Lambrusco

Even when their occupants have gone, all you get is a back view...

She should watch her purse... or something

Marlboro
Gran Prix

All that cheese as a reward for pole position! It was enough to give Renault-men indigestion

A spot of espionage: Jacques "007" Laffite sneaks into the Goodyear enclosure

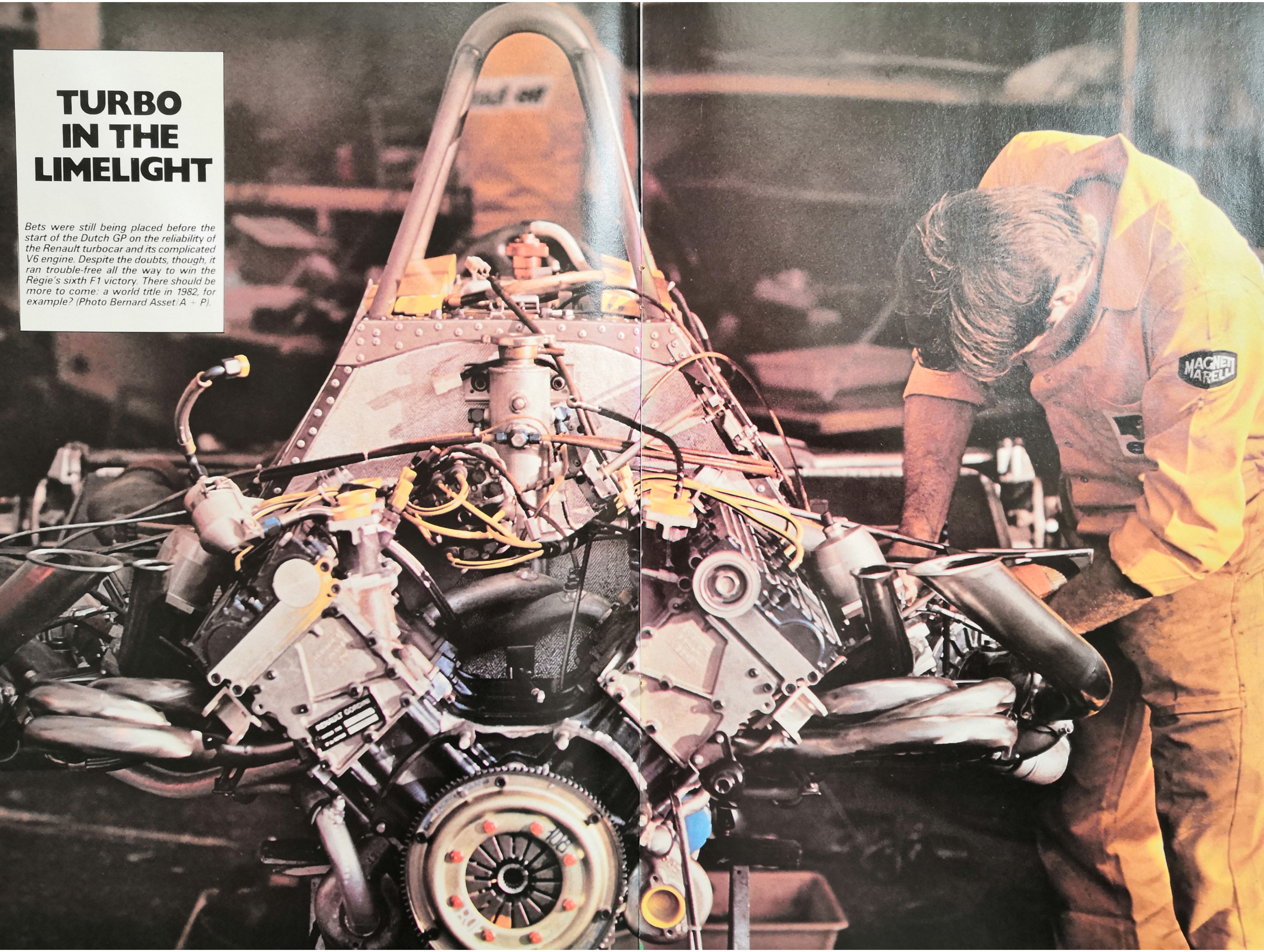
TALBOT GITANES
GOODYEAR

TALBOT GITANES
PEMEX
PEMEX
PEMEX
PEMEX
PEMEX
PEMEX
parmalat
PEMEX
parma
5
rmalat

ODDS-ON FOR BRABHAM

With six points from 2nd place at Zandvoort, Nelson Piquet goes to Monza in the joint lead of the world championship with Carlos Reutemann. Some of the pundits already regard the Brazilian as favourite to take the world title that narrowly escaped him last year. His mistakes are few and the Brabham seems capable of winning on all types of circuit. Seen probing the secrets of the BT49 here are Guy Ligier and two of his senior technicians. The rumour mill suggests that the men from Vichy have nothing to learn about skirts, though: with a composite material, their car has been under suspicion for several races already. (Photos François Beau/DPPI - Bernard Asset/A + P).

TURBO IN THE LIMELIGHT



Bets were still being placed before the start of the Dutch GP on the reliability of the Renault turbocar and its complicated V6 engine. Despite the doubts, though, it ran trouble-free all the way to win the Régie's sixth F1 victory. There should be more to come: a world title in 1982, for example? (Photo Bernard Asset/A + P).

John Player
Team Lotus
TISSOT
GOODYEAR
Elio
De Angelis

WILL ELIO STAY WITH COLIN?

After a long and sometimes bitter battle at Zandvoort with the Brabham of Hector Rebaque, Elio de Angelis brought his Lotus-JPS home in 5th place, his third such placing so far this year. After all the hopes which he had held out for the season, it seems poor recompense for his talent and his effort. Nevertheless, despite the situation suggested by our photo (above), we hear that Elio and Colin Chapman may not, after all, be going their separate ways next year. (Photos Bernard Asset/A + P).

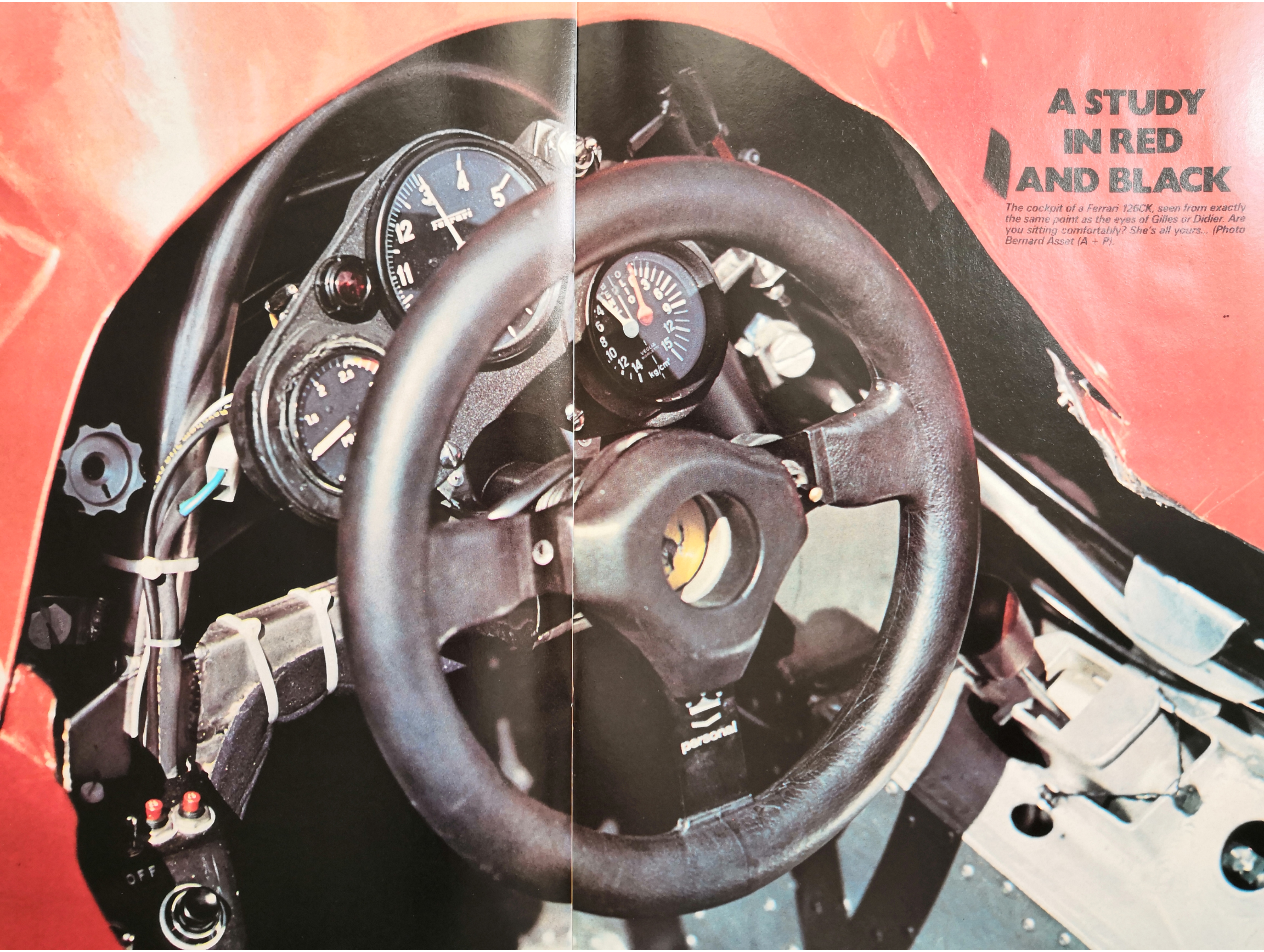
John Player Special
John Player Special
TISSOT QUARTZ
GOODYEAR
11

TECFIN
din
TECFIN
Marlboro
ELISEO SALAZAR
Marlboro
CHAMPION
FERODO
din
TOYOTA
14
di
Valvoline

A BIT OF LUCK IN THE RIGHT PLACE

An unexpected but well deserved 6th place was the reward in Holland for Eliseo Salazar, whose abilities are gradually coming to the fore. Previously almost unknown, his 6th fastest time in the race at Hockenheim was the first flash of brilliance. He raced well in Austria and survived a couple of hairy moments at Zandvoort to win a much-prized first championship point. Ensign boss Mo Nunn has every reason to be pleased. (Photo Thierry Bovy/DPPI).

A STUDY IN RED AND BLACK

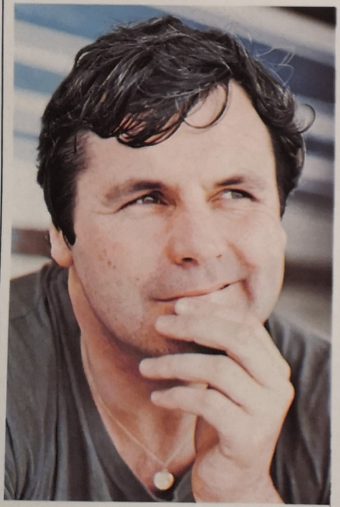

Ferrari
VEGLIA
kg/cm²
personal
OFF

The cockpit of a Ferrari 126CK, seen from exactly the same point as the eyes of Gilles or Didier. Are you sitting comfortably? She's all yours... (Photo Bernard Asset (A + P).

ALAN JONES

Alan Jones has strong opinions about almost everything in motorsport, so strong in fact that depending on your attitude (or your nationality!) you either love him or hate him. The loyalty and straight-talking which endear him to a predominantly anglophone public are interpreted elsewhere as pigheadedness and a lack of culture. Alan doesn't care: he's a beer-drinking man from a world which regards wine-drinkers as suspicious and effete.

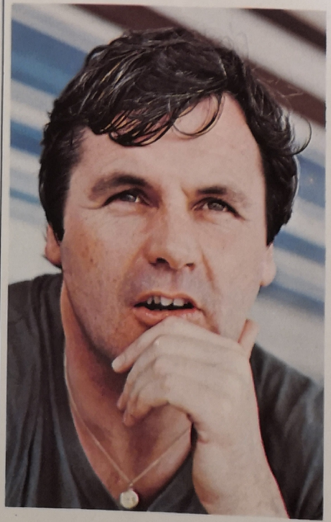
by Mike DOODSON



You have been driving with obvious enthusiasm this year. Is it difficult to maintain this enthusiasm when you're going through a bad spell like the present one?
The difficulty is maintaining your enthusiasm when you're not only going through a bad spell but when the technical regulations are as stupid as they are at the moment. We went through this dreadful period over the winter when some people who didn't know what they were doing tried to interfere with the technicalities of the cars. Until this year, it was a pleasure to drive racing cars, but now they're so uncomfortable to drive that your body hurts for two or three days after every race.

I blame whoever made the regulations. They didn't give the matter enough thought, and the proof is that the engineers - as any intelligent person could have forecast - took one look at the new rules and were able to get round them. The result is that we still have ground effect cars, but now there are much greater loadings through the suspension, and it's so bad that it's dangerous. Yet we're doing almost exactly the same lap times as we were last year. The same teams are at the top. Nothing has been achieved except to make the cars extremely dangerous.

You have committed some well-publicised driving errors this year, and recently with the fuel pick-up problem in Germany and the broken suspension in Austria your team has also made mistakes. Is this bad luck, or does it suggest that the impetus which won you the title last year has started to slip?
I don't think we're slipping. Frank (Williams) and Patrick (Head) are both very aggressive and competitive people, and if you'd seen their faces after Zeltweg (where we finished 4th and 5th) you would have thought that both cars had failed to finish. That's the sort of attitude which you need to win world championships, and they've still got it.



From time to time the car gets slightly less competitive than it should be, but I try not to dwell too much on that. I just take each race as it comes.

You're a farmer now, with 1600 acres in Australia. Were you tempted to go home next winter and stay there instead of signing for a fifth year with Frank?
Yes, I was tempted. I might still do it. Until I bought the farm, I never thought that I would enjoy getting up early in the morning and working with animals, but now I get a lot of satisfaction from things like the stud programme I've got going at the farm, particularly with my herd of Simmenthal cattle.

On the other hand, I had to think first and foremost of the people I'm surrounded by at Williams. They have their feet on the ground (which isn't true of everyone in the sport) and I believe in them. In our team, praise has to be earned. It's a pleasant atmosphere which would be difficult to leave behind.

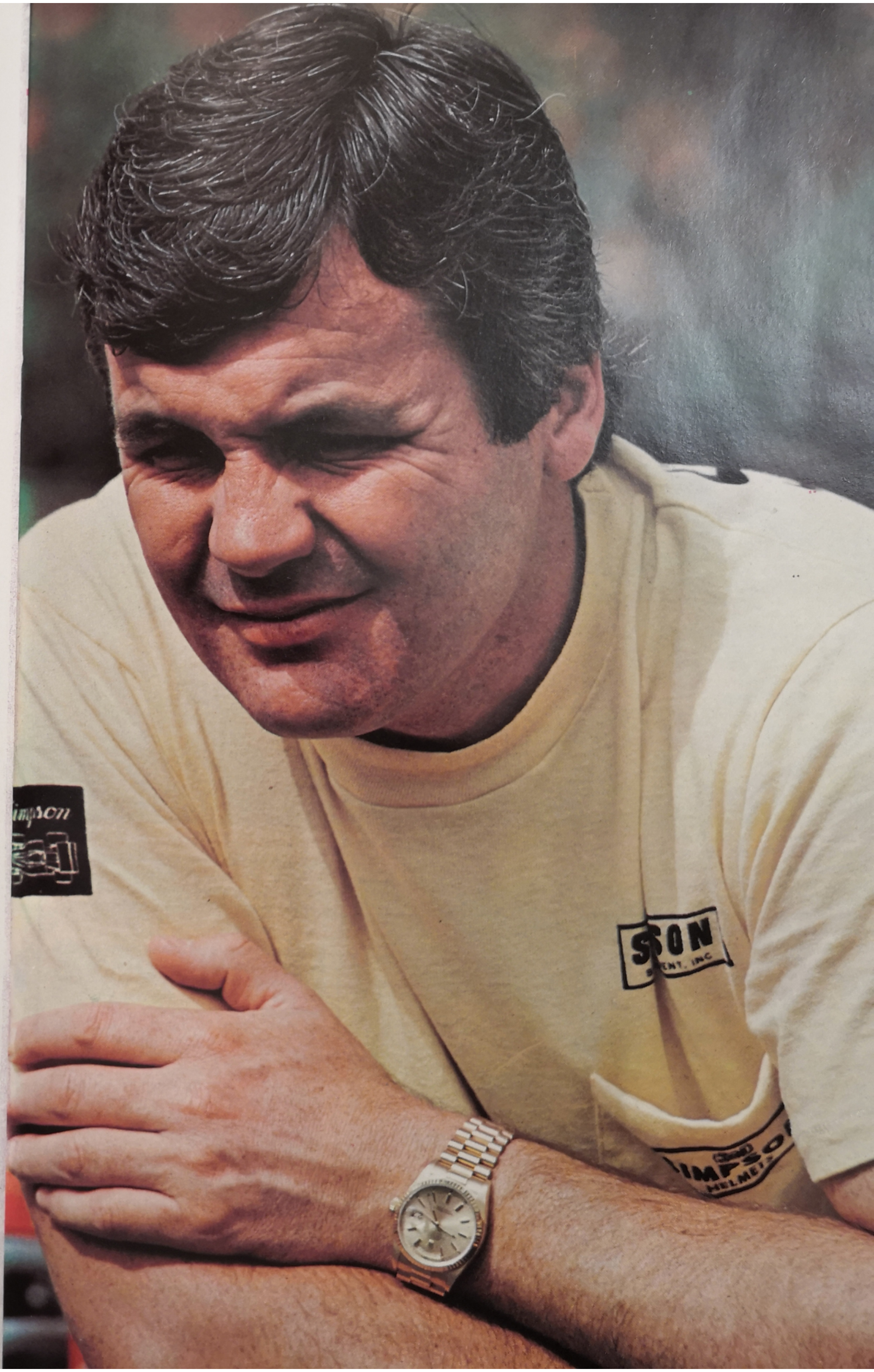
I faced exactly the same decision last year. I remember sitting cross-legged on my bed at home on the farm and figuring out how not to leave. Australia is a very exciting place to be, and for every year that I spend in Europe I'm missing another year in Australia. But when I'm in Europe I enjoy this life... so long as no one is trying to interfere with it unnecessarily.

Can you describe the physical effects of driving the present cars with their super-stiff suspension?
At the Osterreichring, Carlos (Reutemann) said to me that he was almost blacking out at certain points of the circuit, that's how bad the bouncing is. I am sure that some of the drivers are going to have spinal problems, either now or later in their lives. The car shudders and judders over even slight bumps, it's just indescribably uncomfortable. And it's not something that has anything to do with the driving, I mean you have to take the same lines.

The bumping was probably worst in Austria - and I'm ***so*** glad that we won't be going back to Watkins Glen this year!

My main argument is with the sheer studity under which the rule was made. Don't forget, the people who did this to racing did so because they said it would make things safer for the drivers. But believe it or not, it looks as though it may take a serious accident to convince them that they were wrong.

I would like to ask these people some other questions. For example, how does bolting several kilos of lead under the gearbox of my car make it ***safer***? The reason it's there is because Ferrari and Renault can't get their cars down to our



limit, yet they're quite happy to have all the extra power of their turbocharged engines. Basically, we are being taxed because our team employs good engineers.

As world champion, you should be *ex-officio* President of the Grand Prix Drivers' Association. Why do you not want to accept this responsibility?
I don't want to accept it because I am not prepared to put in the time and effort which would be necessary to make my presence felt in the GPDA. I go to the circuit to race, not to spend hours talking in a caravan. If I had wanted to do that, I would have become a politician, not a racing driver.

You have the reputation with French journalists and some French teams of being anti-French. Is this an elaborate joke, or do you feel that the French influence in the sport is a bad one?
I have a genuine mistrust of the French. Why? History, mainly, dating back to what I know of the period long before Napoleon and right up to the present day. I believe that if any team will try to interpret the rules to their own benefit, the French would be the first. There has never been a French world champion driver or team... and they'll do anything to rectify that.
anything to rectify that.
I think the main disdvantage which the French have is that the rest of the world doesn't hold them in the same high regard as they hold themselves. They also have very short memories. At the Liberation, the Americans were good enough to let de Gaulle lead the Sixth Army into Paris. Six months later, he kicked them out...
Also, they explode bombs in the part of the world where I come from. They did one just a couple of weeks ago. If they want to explode bombs, they should do it at home. Maybe on Viry-Châtillon or Vichy...
I can remember lots of little incidents from my racing career which made me suspicious of Frenchmen. In F3, I can remember marshals mysteriously hanging out the yellow flag when a foreigner was leading a race in France. At Monaco, in the days when Jabouille or Depailler was driving, there seemed to be a lack of scrutineering for their cars... and an absurd amount of it for everyone else. I'm not implying for a moment, of course, that there was anything illegal about the French cars...
I don't dislike all Frenchmen, though. I think Jacques Laffite and Patrick Tambay are two very nice people. But I don't have very much to do with the other French drivers.
I quite like Italians, though, because although they're fairly chaotic they're colourful and they do have a genuine affection for the sport. Believe it or not, I enjoy going to Monza, which is a nice circuit in a park with lots of trees. The place is overflowing with history and nostalgia, and it can be very enjoyable - provided you go in and out of the circuit in an armoured car. The worst thing about Monza for me is the security guards with their dogs. I believe they're specially imported from France.

Both you and Carlos Reutemann have admitted that the relationship between you changed as a result of what happened at Rio in the Brazilian Grand Prix. Are you finding it more difficult to work with Carlos this year?
No, the working relationship between us has not changed at all. We still talk about the car, how to set it up and things like that. In that respect, we still work like a serious team.
Of course, the situation in the world championship has become very interesting, with Piquet now level on points with Carlos. One is tempted to think how one would react if, for example, there were a situation in a race with me leading, six seconds in front of Carlos, and Piquet lying 3rd. I'm not entirely sure at this moment in time how I would react to any signal that the team might show to me from the pits. It works both ways: points are no less important at the end of the season than they are at the beginning.

FLY saudia
saudia
GOODYEAR
Mobil
TAG
Techniques d'Avant Garde
Leyland
saudia
TAG
1

Nelson Piquet said some very serious things about your driving after the incident when your cars collided at Zolder. Do you still feel that he was wrong to blame you for that crash?
He was totally wrong to have blamed me. I outbraked him on the inside of a corner. If he doesn't know when to relinquish a corner to someone who's driving a faster car, then he shouldn't be in this profession. In fact, I think that Piquet is a good driver, he's quick and aggressive. I respect that. But he must stop looking for scapegoats.
It's wrong for a driver - any driver - to go around threatening to push someone off the road. If I felt as badly as that about another driver, it would be much more intelligent for me to go and punch him in the ear. That way, I wouldn't risk damaging my car.
The truth is that the comments which Piquet made about me at Zolder were like water off a duck's back to me. Personally, I couldn't care less. But they got a lot of publicity which has put unnecessary strain on people like my wife and my mother. And that's something which I resent very much indeed.

Do you think that turbocharging will be essential to win next year's world championship. If so, when do you expect to have a turbo of your own?
I'm not sure that I'm diplomatic enough to handle the second question. Maybe you should talk to someone in the higher echelons of the Williams team!
But there is no doubt that the times are upon us when, if Keith Duckworth doesn't squeeze a lot more power out of the DFV, then we'll all have to have turbos. I don't think that a turbo is essential yet. To be essential to winning races, I shall have to be convinced that a turbo is competitive on all types of circuit... and as reliable as the DFV is at the moment.

You give the impression of being a tough sort of guy, yet you seem to be susceptible to colds and minor sicknesses from time to time. Is there any reason for this? son for this?
All I know is that I only seem to get these little problems when I'm in Europe. I honestly can't remember the last time that I got a cold back home in Australia, yet every year when we go to South Africa I seem to pick one up. I've got a chest cold at the moment which I seem to have had for six weeks or so.
Of course, it doesn't help when Frank telephones and I have to traipse off to Silverstone for an all-day testing session. Much as I like Silverstone, it does seem to be a draughty old place.
I can tolerate colds and flu, because I don't think that they affect my racing too much. What makes me really worried is the effect on my health that these stupidly stiff cars are going to have. They really are bloody dangerous.

With three races to go after Holland, how do you see your chances in the world championship?
Well, in a word, they're going out of the window. There's still a little ray of hope, though: if I were to go well in the last two or three races, and the others were to have bad luck, then I suppose I could still do it. Luck doesn't seem to have been on my side this year, though...
If I'm out of the picture by the time we go to Las Vegas, then I shall concentrate on enjoying the race and watching the others fight it out. From what I've seen of the circuit, I suspect that the best chance would be to have a kart with a 500cc engine: whoever starts from pole position will probably win, providing of course that his car doesn't break down. It's a circuit which is going to be new for everyone. I think that it's going to be a most interesting weekend.

□

GERARD LARROUSSE THE DRIVER WHO TOOK CONTROL

Gérard Larrousse and René Arnoux swop places. The team manager had his first run in Renault's F1 car last winter, while Arnoux took over the headset

It's only six years since Gérard Larrousse drove his last race. Even now, it's not difficult to imagine that he still wears Nomex under the formal suit and tie demanded by his position as Director of Renault-Sports. More than any other person involved in the management of an F1 team, Larrousse still thinks and acts like an ex-driver. For although there are dozens of ex-drivers involved in F1, Larrousse is the one who knows best what goes on inside the helmets of his own drivers.

by Eric BHAT

The anonymous-looking little Renault 45 purrs its way through the traffic on to the Peripherique, the clogged dual carriageway which carries trucks and cars around the outskirts of Paris. Gérard Larrousse is commuting from Renault HQ in central Paris to Viry-Chatillon, home of the Regie's racing team and one of its most closely-guarded factories. He knows every inch of the way, for his working life is divided between the two: pure administration at the one, competition business at the other.

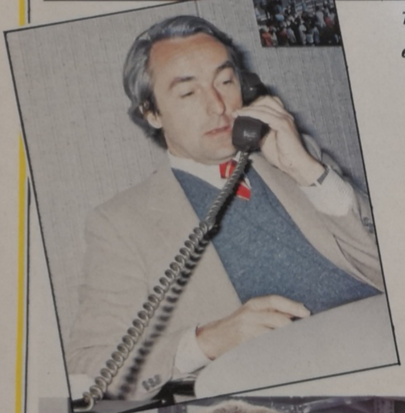
As he drives, he speaks. With the R5's automatic box imperceptibly looking after the gearchanges, this normally silent man becomes almost chatty. Given the right moment, Gérard Larrousse talks in a fascinating torrent of detailed information. With barely a question to prompt him, he spills out answers: his background, his personal ambitions, his hopes for the team.

He has a lot to say about his own driving career: about the many rallies in which he competed, the long-distance races with Matra, Porsche and others, the handful of single-seater races and his own brief spell in F1 back in 1974. I am reminded that his career as a manager has been crowned with successes at Le Mans, on the Monte Carlo Rally, and (so far) six times in Grand Prix racing.

One might imagine that a job at Renault might sometimes make one feel that one was employed by an ogre without a soul.

Larrousse's tie marks him as a man of responsibility (Photo B. Asset/A + P)

Tour de Corse 1975
RENAULT ELF F1-16 TURBO



The hidden face of Gérard Larrousse: at Vitry-Chatillon he's in charge of everything. His work takes him from the workshop to meetings with his engineers to his own office. "I've discovered that there's so much more to motor racing as a team manager, more than I ever realised when I was driving." (Photos B. Asset/A + P).

RENAULT GORDINI

Far from it: Gérard insists that his work for the Regie is intrinsically delightful. It has certainly not dampened his own ambition and enthusiasm for the sport, and one can see why his personality has impressed itself on the racing team.

Nevertheless, when Gérard Larrousse retired from racing he found himself behind the wheel of Renault's competitions department, a much less manageable machine than any that he had driven previously. But he refused to forget his mentality as a driver: and it is this relationship between driving and managing which I found most absorbing.

"My last competitive event was a rally, the 1975 Tour of Corsica," he began. *"I've always been sorry that I retired after spinning off on one of the special stages. I felt bad about quitting on a bad note like that."*

He hung up his helmet and sent his overalls to the dry-cleaners for the last time. With a collar and tie around his neck (he still hates the formality), his new life began. The Regie placed all its confidence in him, and he drew upon all the experience that had come his way in hundreds of competitive events. He runs the racing and rallying in exactly the same way that he drove racing and rally cars. The secret, he insists, is *"an iron hand in a velvet glove..."*

That "iron hand" manifests itself as follows: *"I can be horribly strict on some points, that has been proved. I am thinking mainly of the attitude which I require from drivers vis-a-vis their team. I demand absolute loyalty from them. Nothing else will do. I think it has something to do with my own attitude as a driver. I was employed in rallies by Alpine and Porsche, in racing by Porsche and Matra. I always felt that I was driving first for the team that employed me. I don't believe that anyone should drive just for himself. In my team I'm a stickler for discipline when it's required. If one of my drivers gets side-tracked by personal glory, then I insist that he gets back into line."*

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Someone who found this out the hard way was Alain Prost at the recent British Grand Prix. When his pole position was taken away from him by René Arnoux, Prost made no secret of his personal irritation. The engine in his own car had blown up, forcing him to take over the spare, and the rev-limiter in the spare car's engine is deliberately set a bit lower than the race car's. Prost realised immediately that this would prevent him from retaking pole position... at the expense of his team mate, René Arnoux. *"Get the limiter off my car,"* he told the mechanics... only to meet a point blank refusal from Larrousse.

"Being a team manager is a lot more satisfying than being a driver," insists Larrousse. *"But it's also much more difficult. When you're a driver, the only person you have to worry about is yourself. There's a thrill about looking after a team which you don't get as a driver, because you see all the problems which come up. And it's your job to sort them out. You're in complete control. This job has taught me everything there is to know about managing people. It's something which never even occurred to me when I was competing myself."*

In a way, this reply explains exactly why Larrousse treated Prost in the way he did at Silverstone. What decided Larrousse to deny the rev limiter to Prost? His line of thought was as follows: 1) Since the two Renaults were already on the front row, it would have been useless, and possibly even dangerous, to have allowed their drivers to fight for a faster lap time. 2) Conditions at Silverstone place a lot of demands on the engines. The high revs permitted by the different limiter might easily have caused engine failures down the long straights. And 3) Because Alain had won the previous GP, at home in France, it was not inconceivable that Larrousse would have preferred Arnoux to win here, a result which would have helped him to get over recent difficulties and to give him back his self-confidence.

There is another thought which may have occurred to Larrousse. At the circuits, it is he who personally helps René to sort out his car. *"We are a very close couple,"* he jokes, but the presence of Arnoux on pole position certainly owed something to the personal intervention of the Renault-Sports director.

Larrousse himself dismisses any such suggestion. *"There is no truth at all in the suggestion that I favour René over his team mate,"* he says. *"I look after his car because I like doing it. And it's important for me to stay involved with the technical side of the team so that I can always be in touch and continue to learn. Don't forget that I knew almost nothing about Formula 1 when the team started. Some people say that a team manager should not be allowed to engineer one of the team's cars. But there are several ways of running a team. Enzo Ferrari does it all by telephone. Frank Williams does it by staying close to Patrick Head. And Ken Tyrrell does it by making every decision himself. I do it in my own way: I stay in overall charge and help René at the same time. But it makes no difference at all to me whether it's Prost or Arnoux on pole position."*

Then there's the velvet glove side to Larrousse. Once again, the former driver reveals himself. This is particularly true of his relations with his own drivers, starting with the way in which they are chosen.

"Because I know so much about driving and everything it involves, I believe that my approach to them is very different from that of other team managers. Look at Team Lotus. I can't understand this business of staging a sort of competition involving half a dozen young hopefuls who all get a few laps. That, for me, is just a joke. There's no way that you can judge a driver solely on the basis of his lap times. You have to take a much broader view, one which takes into account his personality as well as his racing results. I'm not talking about his line of chat or his personal charm, because neither of those is at all important to me. What I try to see in him are his driving qualities, the sort of things that make a driver succeed in the long run. There is no doubt that a driver can be good one day and not so good the following day. It all depends on how he's handled and the motivation which you give him. I don't think there's a driver in the world who doesn't respond to a bit of mothering."

RENAULT
Usine A.

Handling a driver? Motivating him? Mothering him? It doesn't sound the sort of treatment that would work on the supposedly headstrong, ambitious and talented drivers of today's Grand Prix scene. Gérard Larrousse goes on to explain: *"what I mean is that a driver has to believe strongly in his team. That's very important. He has to believe that he's driving for the best team in the world. Otherwise he won't give his utmost."*

Larrousse's point is illustrated by one of the most controversial yet brave decisions of his management career. It was when he allowed Jean-Pierre Jabouille to leave Renault, only two days after the driver had signed a contract for the next year. *"I knew Jabouille too well. We'd been working together for many years, and I knew that if Jean-Pierre's heart wasn't in his job, then it wasn't worth continuing with him. Either he was 100 per cent with us, with no doubts, or I had to allow him to go. A contract is only a piece of paper as far as I'm concerned. When you think of the danger involved in current Grand Prix racing, you simply can't force a driver to work for someone if he doesn't want to. Take the case of Alain Prost for example. People said that I offered him more money to tempt him away from McLaren. That wasn't true. Alain wanted to drive for us, just as I believe that Jean-Pierre was fed up with driving for us."*

Larrousse was accused of poaching by the McLaren team, although at that time, like most of the English-based teams, those in charge were scarcely experts in driver psychology to the same extent as Larrousse. But the Frenchman was also criticised for his carelessness in allowing Jabouille to change camps. Today, seeing the progress made at Talbot thanks to Jabouille's technical knowledge, does he still think he did the right thing? *"It may have been a risk, but then I've always taken risks in my job. Frankly, if Jabouille isn't determined, he's worthless. But in partnership with his brother-in law at Ligier, he's a valuable asset."*

Gérard Larrousse's psychological talents have also been tested this season. He's cajoled Arnoux into being competitive and determined again. The little French driver had become disillusioned following early season disappointments. *"René had a hard time,"* explains Larrousse. *"He was depressed at the start of the season, and I didn't think that he was driving at his best. So I tried to explain to him that there was absolutely no difference between himself and Alain apart from what he made of himself. It was up to him to make that difference. I think he appreciated the fact, and I think it will make him a stronger and more mature driver in future."* Rather than push a driver and run the risk of putting him off altogether and possibly alienating him, Larrousse prefers to restore the driver's confidence in himself. It's a more sympathetic approach which has less chance of failure.

Larrousse also takes safety very seriously. When a driveshaft broke on Jabouille's car at high speed at Long Beach in 1979, Larrousse decided to withdraw Arnoux's car as well because the cause of the breakage couldn't be diagnosed. *"Responsibility for the risks that my drivers take weighs very heavily on me. I think I'm more conscious of this than most other team managers. Sometimes I'm infuriated by what some of the English team managers do and say.' They don't seem to care about the lives of their drivers. I love racing, but I'm always afraid for my drivers."*

OK, AYJAY?

Alan Jones

At Zandvoort, for the second time in three Grands Prix, I found myself dicing for the lead with the Renault driven by the bloke whose column appears on the page before mine in GPI. Good driver, Alain Prost, even though he can't spell his first name right: between us, I think we gave the big Dutch crowd something to cheer about.

The funny thing about Zandvoort is that it seems to be unlucky to arrive in the lead of the world championship. I was leading before last year's race, in which I made the mistake that allowed Nelson Piquet to take nine points and go into the championship lead.

This year, it was my team mate Carlos Reutemann who made the mistake, and once again it was Nelson who benefited. It looks as though Carlos didn't handle his Frenchman quite as gently as I treated mine when they were dicing at Tarzan corner. At least I know how he feels.

You have to understand the mentality of the driver you're dealing with when you're racing as closely as Alain and I were at Zandvoort. On a face-to-face basis, I hardly know him at all, except to say "bonjour" at the driver briefings. But I respect him on the track and I think he feels the same way about me. He has certainly found out that I'm ready to take advantage of any mistakes he makes, because at Hockenheim he had to let me through when he moved over too far when we were lapping Arnoux, while at Zandvoort I got past him when he missed a gear as we were lapping Salazar. Perhaps Alain would like some lessons in overtaking backmakers...

The Tarzan corner where we found ourselves scrapping this year is no place for the faint-hearted. You brake from maximum speed, close to 180 mph, down to perhaps 100 mph, and then you have to go into a corner which seems to go on and on for ever. James Hunt and Mario Andretti had a clash of wheels there during the 1977 GP which caused so much bad feeling that they were still arguing about it 12 months later.

This year, Alain was on the inside line, just like Hunt was four years ago, I held my position on the outside. I like to think that Alain didn't consider pushing me off, although I'm sure that he knew his superior power would enable him to accelerate away from the Tarzan before me. And that's exactly what he did. I tried to overtake him a couple more times, but it was no good. Must be nice to have a turbo...

The world championship has become interesting, hasn't it? The Dutch GP has, if anything, left the issue even more open than it was before: the spread of points between the first four before Zandvoort was 18 points, and now it's 14. With three races to go, that means there are up to 27 points in dispute, so I suppose that any one of us four could still do it.

To some extent, the performance of the turbocars at Monza could affect the issue. In theory they shoud walk the race, but those long, long straights can give the turbo engines rather severe indigestion. And if Silverstone was any indication, the Renaults don't have all their reliability problems behind them yet.

As far as our Williams cars are concerned, I think we're going to be OK at Monza. The chassis were handling beautifully at Zandvoort, at least they were until the tyres started to wear out. After everything which I said about Goodyear in Austria, though, I have to accept the blame for the choice of tyres in Holland. It's going to be equally critical at Monza - and tyres could decide who will go to the last races in North America with the best chance of winning the world championship. ☐

A Jones

PROST *Scriptum*

There's one "silly season" rumour that I can clear up for you right away. I've made up my mind. I've signed for another year with Renault. To be honest, it wasn't a difficult decision to make. I had a number of offers, some of them tempting, from a number of other teams (space doesn't permit me to list them all here!) but in spite of those offers, I still have tremendous confidence in Renault. Anyway, I hadn't really thought of quitting the team.

All the same, it was two months between Gerard Larrousse posing THE question and my signing. During that time, I weighed up the pros and cons of the Renault team, and our competitors such as Brabham and Williams. I wanted to evaluate our chances for next year. Gerard Larrousse was honest with me, which made my task easier. He told me the team's plans for next year.

I can't reveal all our secrets, but I can tell you that what he said makes me very confident for the coming year. I'm not saying we're going to win everything, that would be putting the cart before the horse, but what he told me makes me impatient and optimistic.

The members of the team feel the same as I do, and I must admit that that makes me even more confident. They're already working hard for 1982. It's always good to feel that one's team is working as hard as they can, with as much determination and ambition as oneself. I think that their work is already beginning to bear fruit. We're going to be competitive right from the start of next season, because we're already working to be one jump ahead of the rest.

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GIACOBAZZI

The doors of our design shop and workshop at Viry-Chatillon are usually hermetically sealed for the ultimate protection, but I've managed to do a little spying and can give some idea in which direction the team is working for next year.

On the engine side, the technicians are working to improve power at low revs, and also to improve fuel consumption so we don't have to carry so much fuel. At the same time, they're trying to trim 20 kilos off the chassis to bring us down to the minimum weight limit. Our current cars weigh 605 kilos at the start, which is 20 kilos too heavy. This means that we're asking more of our tyres than we should.

So I'm optimistic, as I've said. The future looks rosy, but the present isn't so bad either. Remember one thing: our car made its race debut only four months ago at Zolder. See how much progress we've made in those four months. The car wasn't competitive. Now it's not only competitive, but also reliable. Rene and I had no mechanical problems throughout practice and race in Holland. What's more, at Zandvoort we used the same revs and turbo boost pressure throughout the weekend. Such progress means that we won't have to suffer the same disappointment as we did at Osterreichring where for reliability's sake, we were unable to use the same boost and revs as in practice. Consequently, we weren't as competitive in the race as we had been in practice.

The two makes of car currently in the lead of the champioship, Williams and Brabham, are two years old. They've now reached a very high level or development and reliability. In comparison, we're positive beginners with our four month old RE 30. And yet things are going well for it already. Now if I'd won at Silverstone and Osterreichring, both races I led, I would be leader of the champioship, with a relatively new car. Two more wins would have given me 46 points. But I must stop talking in ifs and buts: next year I'm going to drop them altogether. ☐

A Prost

«DUCAROSSO»

Like so many other team managers, Gérard Ducarouge left his post by the pit rail at Zandvoort to peer at the little television screen in the Alfa Romeo team's pit garage, studying the times displayed on the screen. He searched for Mario Andretti's name, and might have glanced furtively to see where Jacques Laffite stood on the provisional grid. Then with a quick smile to his wife, he walked hurriedly back to the side of the track in the quick little steps which are unique to him. Gérard Ducarouge was back at work, the work that he loves. In fact his job had begun ten days earlier, when the plane in which he was travelling touched down at Milan's Linate airport.

Ducarouge's influence has already affected the performance of Alfa's 179 (Photo B. Asset/A + P)

by Eric BHAT

Gérard Ducarouge is now adjusting to a new life, and he's a success. Yet during the second half of July, he was unemployed. The second half of August has seen him as busy as ever.

There were long days of doing nothing at Vichy after he'd been sacked by Talbot Ligier. Now he doesn't notice the days go by, not even the nights. He throws himself into his work, as though he is now getting his revenge for being sacked. The scar left on his mind is now healing, rapidly. Once again he's the centre of a racing crew's attention.

It hasn't taken him long to regain his confidence, shattered by his dismissal. His enthusiasm is obviously as great as ever, and within two weeks, his pride had returned. His initial period with Alfa had been fruitful, that is plainly obvious. Chiti and Andretti were the first to appreciate it. Ducarouge has always talked at length about his cars and work, making sure that everything was quite clear. With such a strong line of chat, he might well be Italian anyway. He's already been nicknamed "Ducarosso".

Now the bitterness he felt at being thrown out of the Ligier team is beginning to fade, although the anger remains. Ducarouge was a guest at two parties in Vichy, both of which partly restored his self-confidence, before he even joined Alfa. The mechanics, who for so many years had been at his beck and call, decided to show their appreciation in mid-July. Then there was a goodbye party at Fontainebleau. Gérard prepared a few words with which to thank his former colleagues, but was so overcome with emotion that his neighbour at dinner had to read them out. The fact that others at the table with whom he'd worked for so long, were similarly overcome, gave him some comfort. *"It was a leaving party that I shall never forget."*

Less than two weeks later, Ducarouge was swigging champange in one of Milan's biggest hotels. But this was no leaving party. This was to celebrate his arrival at Alfa Romeo. He'd been working

A new partnership in racing: Gérard Ducarouge and Mario Andretti. (Photo B. Asset/A + P)

with Alfa Romeo for a week, but the first fruits of his work had just become apparent

That same day - the Monday before Zandvoort - Andretti had tested at Monza an Alfa Romeo 179C incorporating some of Ducarouge's ideas. The session had gone well. Andretti was slightly quicker than Laffite's Talbot-Ligier. One could understand why Chiti wanted to celebrate.

Since then, the ice has been broken. Anything that Ducarouge wants, he gets. He has carte blanche. His team think of him as a saviour. *"It's both satisfying, and inaccurate. I'm not a saviour, miracles don't exist in motor racing. It's simply work. I brought to the team the benefit of my knowledge and experience. There's tremendous potential within the team, and one just has to use each person's talents to their best advantage. There's no reason why the team shouldn't soon be winning."*

How has Ducarouge accomplished much in such short time? The car was quick at Monza, and a few days later, the progress was confirmed at Zandvoort. After all, Mario Andretti and Bruno Giacomelli haven't been regular top ten qualifiers of late. Some people say that Ducarouge brought rather more with him than just his knowledge and experience. He arrived at Monza with a couple of side pods which were fitted to the Alfa. *"It's not that simple,"* said Ducarouge in denial. *"If you could transform a racing car with a pair of side pods, then everyone would be going quickly. I arrived at Alfa Romeo with my hands in my pockets and nothing more than my normal baggage. I have enough experience stored away in my head to work directly, without any help of drawings from my former team. Anyway, it's ridiculous to imagine that things like side pods are interchangeable from one car to another. A car is made up of masses of matching parts. You start with the monocoque, and an Alfa monocoque is very different to that of a Ligier."*

Alfa Romeo's progress, according to Ducarouge, is the fruit of twelve days intensive work. *"Twelve days and twelve nights,"* explains Ducarouge, giving credit to the Alfa Romeo men who worked doubly hard to get the job done. *"In some ways, we were bodging, trying to do the best we could with what we have, because we have to use up existing material. My main worry, when we arrived at Zandvoort, concerned the underwings and the suspension geometry because there were problems in both areas. We tried a lot of different suspension configurations and a new side pod shape which resulted in an improvement of between a second and a half and two seconds a lap. I think we're only beginning to develop the car. It's still far from perfect. We can still get a lot of weight off it, the bodywork shape could be improved, and mechanical reliability could be better. The work we've done has been so quickly accomplished that it isn't perfect, but it is encouraging."* Mario Andretti and Bruno Giacomelli proved the fact during practice at Zandvoort, although two accidents during the race failed to confirm it.

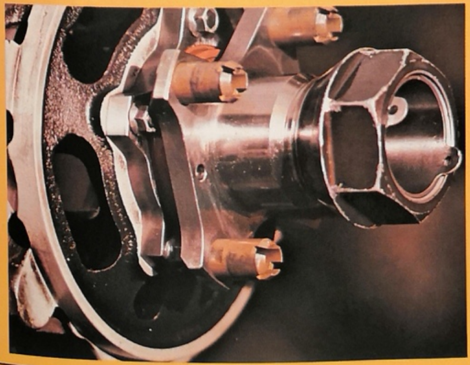
Such progress boosts Ducarouge's determination. He's still only a consultant to the Italian team, but not doubt a contract will soon come his way. Then he'll move to Italy, learn the language and continue to work with the team. *"I reckon that having seen what can be done in 15 days, there's tremendous potential. In the months to come, I have great hopes for the team's new car."*

In the space of two months, Ducarouge has plunged the depths of despair having been sacked, and re-emerged as a saviour. *"Ducarouge the engineer isn't ready for retirement just yet,"* he jokes. *"My self-confidence suffered, but it's restored now. I know that I can do a good job for Alfa, in fact for any team. These last few days have set my mind at rest, I'm as determined as ever. It's a good start, and a kind of revenge. It's a revenge for everyone, as well as myself."* Ducarouge is back on form again, a force to be reckoned with. ☐

RENAULT ELF

Renault RE 33:
Rene Arnoux (F)
Renault RE 34:
Alain Prost (F)
Renault RE 32:
spare

The Renault team had been testing new engine set-ups at Monza, but these are for next year. The cars were mainly unchanged, although Prost had lighter and slightly different bodywork. The front wing support, for instance, was in one piece. Neither driver had any major problems, although Prost changed his car's set-up on Friday evening. He asked for more rear wing, and less front wing. It was obviously the right solution, for Prost took pole position on the Saturday, but Arnoux was to start from the front row as well. For the race, the two Renault drivers chose different compound Michelins, Prost on a softer tyre than Arnoux. It was clearly to his advantage, for Prost was able to defend his lead when challenged by Jones, while Arnoux slipped down the field and ultimately spun off. He was a spectator when Prost won his second Grand Prix of the year. Prost's only problem was a slight vibration but it never worsened. Otherwise, he said that his car was excellent.



PARMALAT BRABHAM

Brabham-Ford BT 49/14:
Nelson Piquet (BR)
Brabham-Ford BT 49/12:
Hector Rebaque (MEX)
Brabham-Ford BT 49/9:
spare

The main change to the Brabhams was that both front and rear suspension geometry had been changed to suit Goodyear's tyres. Rebaque was back in his regular car, it having been repaired after its Osterreichring practice accident. After having his engine break on Friday afternoon, Piquet concentrated on setting up his car on full tanks during Saturday morning's unofficial session, and as at Osterreichring, he was sufficiently pleased with the car to want to leave it and use the spare in the afternoon. Once again, the spare was fitted with carbon fibre brakes that glowed red hot under braking. However, the spare was quick enough for Piquet to set his third fastest time on the Saturday afternoon. Rebaque was 15th fastest. Piquet started the race on relatively soft Goodyears, using 13 inch front tyres. The tyres caused oversteer during the early stages of the race, so Nelson eased up. It was a wise decision, for he caught the similarly troubled Jones at the end of the race, and overtook him to claim second place. Rebaque had a lengthy battle with de Angelis which he won, finishing an eventual fourth.

TAG WILLIAMS

Williams-Ford FW 07C/16:
Alan Jones (AUS)
Williams-Ford FW 07C/17:
Carlos Reutemann (RA)
Williams-Ford FW 07C/15:
spare

The Williams team had extensively tested at Monza earlier in the week which resulted in some detail changes and a new set-up. Reutemann had a new car which gave him little trouble during testing, and he set fifth fastest time. Jones, on the other hand, had a couple of problems during the unofficial sessions. On Friday he had a slight fuel leak which was quickly repaired, and on Saturday, the engine in the spare car broke when Jones was setting the car up with full fuel tanks. However, he was in confident mood, and was fourth on the grid. Both drivers [illegible] in strongly during the opening stag[illegible], although Reutemann collided with Laffite when trying to overtake him for fourth place on the 19th lap. Jones's challenge for the lead faded at half distance when his soft tyres began to wear excessively, and in the end, he had virtually no rubber on his left rear tyre and had to allow Piquet to overtake and claim second place.

THEODORE RACING

Theodore-Ford TY 01/1:
Marc Surer (CH)
Theodore-Ford TY 01/2:
spare

The Theodore team had new aerodynamics for Holland. As well as new side wings, the Theodore's distinctive front wing had been replaced by the fashionable nose fins. There were also new front and rear tracks, wider than the original, but not as wide as those used in Austria. Surer qualified in 20th place on the grid. However, during the race, he was troubled by ever worsening vibration. After he had finished eighth, it was found that the bolts between engine and gearbox had worked loose, and that the rear end was steering itself.

hi-line
COURVOISIER
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JOHN PLAYER TEAM LOTUS

Lotus-Ford 87/3:
Elio de Angelis (I)
Lotus-Ford 87/4:
Nigel Mansell (GB)
Lotus-Ford 87/2:
spare

The Lotus cars had new side pods, but no wider than before. The narrow versions are expected to be ideal for the last two races of the season on tight circuits - as they were at Monaco - so the team isn't making any changes to the width. However, the shape of the pods around the radiators had been changed. The front of the pod had been slightly altered, and the louvres over the air outflow from the radiators had been dispensed with. The spare car's suspension geometry was altered to accomodate low profile Goodyear tyres, although this resulted in little improvement. De Angelis's car was fitted with a bigger airbox which gave more revs in a straight line. However, both cars had trouble on Friday, principally with engines. The next day, new Goodyears which eliminated their understeer brought a smile back to the faces of the Lotus men. De Angelis qualified ninth quickest, while Mansell was 17th. The Englishman's engine broke on his second lap of the race, but de Angelis went on to finish fifth, despite losing his battle with Rebaque.

TISSOT WATCHES
John Player Special
ESSEX
12

ENSIGN

Ensign-Ford N 180 B/15:
Eliseo Salazar (RCH)
Ensign-Ford N 180 B/14:
spare

Salazar's Ensign was unchanged, but the second chassis had been built up and was raceworthy. Salazar crashed the car without too much damage on the Friday and qualified 24th fastest. The Chilean driver had a lively race which was rewarded by sixth place and Salazar's first world championship point. Nigel Bennet is currently putting the finishing touches to the new monocoque which will have an aluminium honeycomb floor with carbon fibre and honeycomb upper sections.

TYRRELL

Tyrrell-Ford 011/1:
Eddie Cheever (USA)
Tyrrell-Ford 011/2:
Michele Alboreto (I)
Tyrrell-Ford 010/2:
spare

The team had been concentrating on building up a new car for Alboreto which was finished for the final moments of the first unofficial practice session. The Italian drove the spare car until the engine overheated, and then the new car's metering unit seized. The same thing happened on Saturday morning, and not surprisingly, Alboreto failed to qualify the new car in the afternoon. However, when de Cesaris withdrew, Alboreto was allowed to start from the back of the grid. Cheever, who complained of poor handling, qualified 22cnd. The American was in eighth place when his rear suspension broke. Retirements and other drivers' problems allowed Alboreto in to sixth place with only a couple of laps to go, only for his engine to break. Big changes will be made to the cars for Monza: rear suspension, aerodynamics and weight distribution will all be revised.

ATS WHEELS

ATS-FORD HGS/1:
Slim Borgudd (S)
ATS-Ford HGS/2:
spare

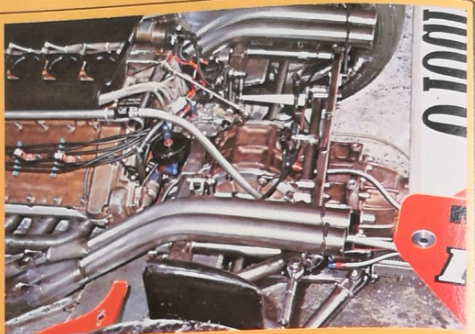
The ATS was fitted with a narrower gearbox and a smaller and lighter gearbox oil pump. This had trimmed two kilos off the car's weight. The aerodynamics were as at Osterreichring, with the smaller front wing. Borgudd qualified 23rd on the grid but never featured strongly. After a pit stop for a new tyres, he finished tenth and last.

CERAMICHE
RAGNO

RAGNO BETA ARROWS

Arrows-Ford A3/5:
Riccardo Patrese (I)
Arrows-Ford A3/3:
Siegfried Stohr (I)
Arrows-Ford A3/2:
spare

The Arrows cars had three different rear suspensions. Patrese's car was the most modified. The spare car had the new suspension first seen in Austria, but to this had been added a new rear rocker on Patrese's car. It was of a different construction to Arrows's normally tubular rear rockers, being more solid. Stohr's car was still fitted with the pre-Austria suspension. Furthermore, Patrese's car had the more recent aerodynamic set-up with two small front fins instead of the wide front wing, as well as a different rear wing. Patrese went off the track on Friday when the throttle stuck open, and was unhappy with his Pirelli tyres' lack of traction. He qualified tenth, while Stohr was 21st on the grid. neuve a [illegible] at the start which damaged his front suspension, but he climbed up to eighth before retiring. Stohr had a tyre burst, but continued, after a pit stop to have it changed, to finish seventh. Arrows's new car may now not be ready before the end of the season.



MARLBORO ALFA ROMEO

Alfa Romeo 179D/01:
Mario Andretti (USA)
Alfa Romeo 179B/03:
Bruno Giacomelli (I)
Alfa Romeo 179B/06:
spare

Both race cars had new side wings influenced by Ligier, no doubt attributable to Gerard Ducarouge's recent appointment to the team. The revised profile meant that the aerodynamic pressure point was further back. For this reason, the rear tyre deflectors had been taken off both race cars, and the cars were also fitted with old rear suspension for the same reason. Andretti's D-specification car was an updated C chassis, fitted with straighter exhausts, also similar to Ligier's. He qualified an excellent seventh fastest, despite understeer which troubled both drivers. Furthermore, Andretti had a problem with the side pods detaching themselves, and also rear shock absorbers. Harder springs improved the car, Giacomelli qualifying 14th. Andretti damaged his front wing on Reutemann's car at the start and had to pit for a new one. Ten laps from the end, the car suddenly left the track for no apparent reason, the American driver being slightly hurt. Giacomelli's front suspension was damaged in the Villeneuve incident and later the Italian crashed, an exploding tyre being blamed.

MARLBORO MCLAREN

Marlboro-Ford MP 4/3:
John Watson (GB)
Marlboro-Ford MP 4/1:
Andrea de Cesaris (I)
Marlboro-Ford MP 4/2:
spare

The spare car was fitted with wider front track and various parts of a different construction. Watson tried this car, but preferred his race car. However, the team was cut to one when de Cesaris crashed his car badly on Saturday afternoon. The car had been handling differently in left and right hand corners, and had also suffered a brake problem. De Cesaris went straight on at Tarzan and into the tyres. The most positive point about the accident was that the carbon fibre chassis held up very well, only showing signs of weakness where link mountings made larger holes in the monocoque. As the spare car was unavailable, de Cesaris was unable to start from 13th on the grid, while Watson set eighth fastest time. Watson was heading for fourth place when his engine started misfiring. Then the engine stopped completely, probably due to electrics, 22 laps from the end.

DENIM OSELLA

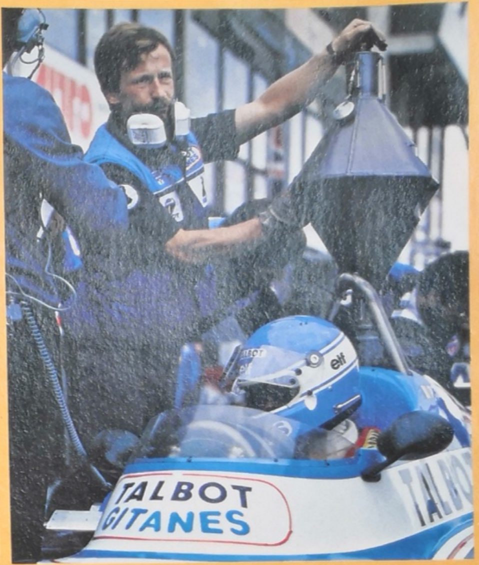
Osella-Ford A1/04:
Jean-Pierre Jarier (F)
Osella-Ford A1/03:
Beppe Gabbiani (I)
Osella-Ford A1/02:
spare

The week had started badly for the Osella team. Gabbiani had crashed at Monza, and in the first session at Zandvoort, he crashed again, missing the afternoon's qualifying. The car never handled the same again and he failed to qualify. The team had two of the new short stroke Cosworths, and two normal engines. Jarier qualified 18th but was in seventh place after 28 laps when he lost second and third gears. Osella's new car was due to be unveiled at Monza the week after Zandvoort. It will be smaller and lighter than the current car.

MARCH GRAND PRIX

March-Ford 811/06:
Derek Daly (IRL)
March-Ford 811/05:
spare

Six kilos had been trimmed from Daly's race car, while the spare car had been considerably modified for slower circuits. It has new rear suspension similar to McLaren's consisting of a three piece upright and a one piece lower wishbone, plus new rocker arms. The front track is three inches wider, and the rear track two inches wider. Daly had to use this car after his race car's engine blew on Friday morning. The next day his engine dropped a valve half way through the final qualifying session, but Daly kept his almost habitual 19th spot on the grid. After the warm-up, the team was confident and Daly was challenging Rebaque for 12th place after five laps when a rear suspension plate broke.

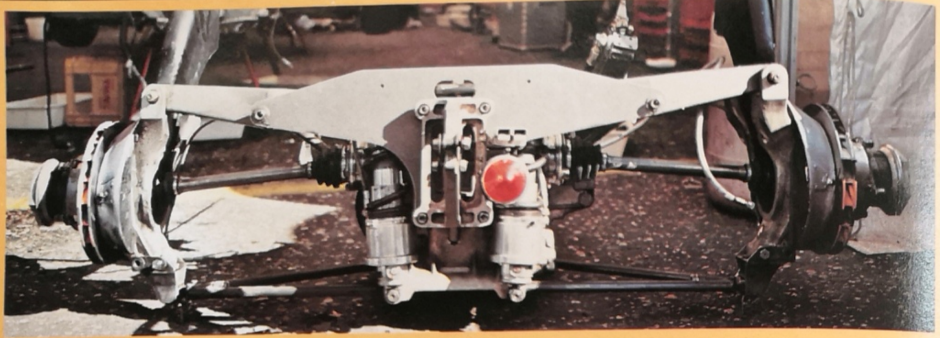


TALBOT GITANES

Ligier-Matra JS 17/04:
Jacques Laffite (F)
Ligier-Matra JS 17/03:
Patrick Tambay (F)
Ligier-Matra JS 17/02:
spare

There were no aerodynamic changes to the Ligiers as had been expected, but Tambay's car had been updated and was similar to Laffite's. In addition, Tambay's monocoque had been strengthened around the cockpit and the rear end, and the car was fitted with an additional fuel tank mounted on top of the main tank. However, it was a different tank to that seen in Austria. Tambay's car blew up and caught fire at the start of Friday's first session, but fire damage was slight. Laffite's main problem was with brakes on the Friday, and traffic on Saturday. Laffite qualified sixth and Tambay was eleventh. The latter had an accident with Pironi on the second lap, while Laffite lost fourth place on lap 19 when an accident with Reutemann left the car in the Tarzan catch fencing.

Cockpits



FERRARI SEFAC

Ferrari 126 C/051B:
Gilles Villeneuve (CDN)
Ferrari 126 C/050B:
Didier Pironi (F)
Ferrari 126 C/054:
spare

The only change to the Ferraris was that Pironi's car ran without the bodywork around the gearbox on the second day of practice. The engines were in slightly different configuration, using slightly more turbo boost, so the fact that there were no engine failures and only one small turbo problem on Pironi's car was good news to Mauro Forghieri. Pironi crashed his car during the first unofficial session. He found his car more difficult to drive than the spare car, but it was in his race car that he set his 12th fastest time. Villeneuve was only 16th quickest, complaining that the Ferraris wear out their skirts faster than other cars. Neither driver had much opportunity to do that during the race. Villeneuve's race lasted 300 yards after he was sandwiched between two other cars and ended up in the sand at the first corner, and Tambay tangled with Pironi on the second lap. After a long pit stop, Pironi rejoined only for the steering to break.

IL GELATAIO
"The IceCream Man"

FITTIPALDI

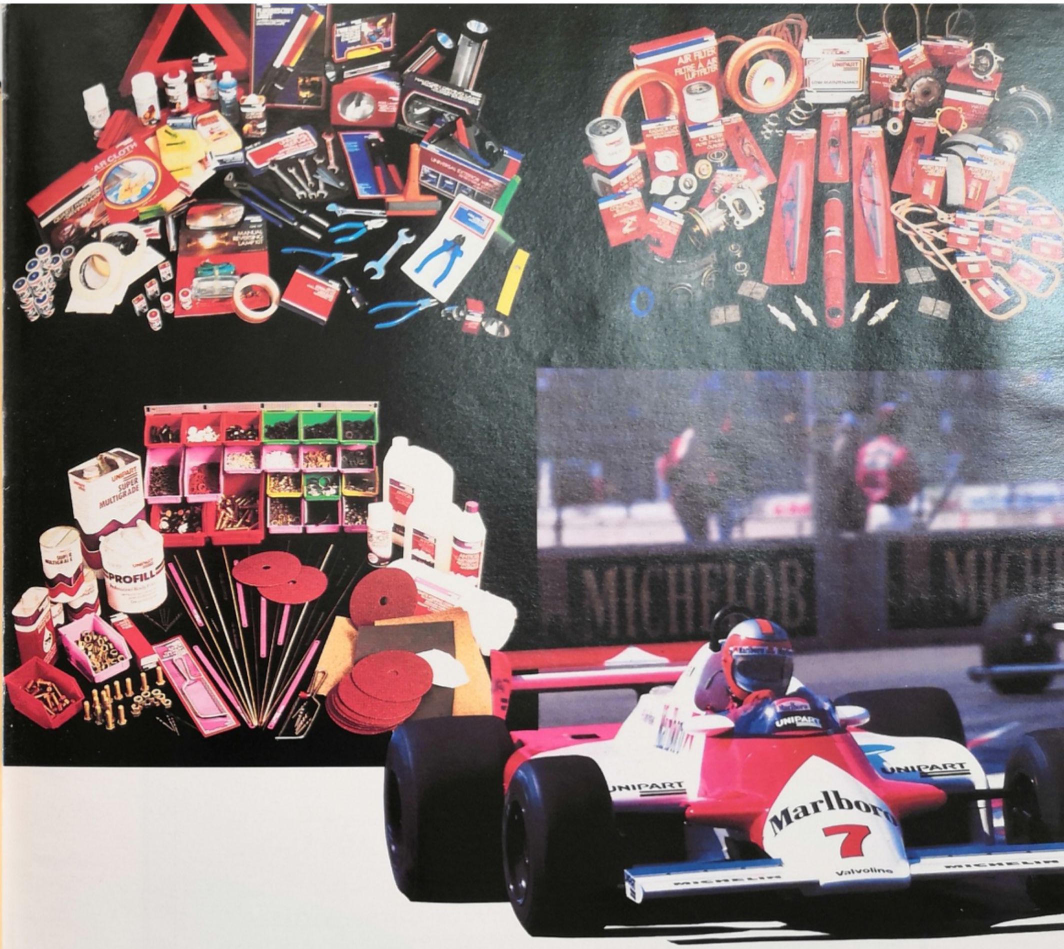
Fittipaldi-Ford F8C/3:
Keke Rosberg (SF)
Fittipaldi-Ford F8C/4:
Chico Serra (BR)
Fittipaldi-Ford F8C/2:
spare

The Fittipaldi team returned to the fray in Holland, but still without the major sponsor. However, the cars were fitted with Pirelli tyres for the first time. The two cars differed in aerodynamic set-up, Rosberg using a big wing, while Serra had small fins. Both drivers were plagued by engine trouble, and Serra also had brake problems. Neither car qualified.

CANDY TOLEMAN

Toleman-Hart TG 181/5:
Brian Henton (GB)
Toleman-Hart TG 181/4:
Derek Warwick (GB)
Toleman-Hart TG 181/2:
spare

Henton had a new chassis which was some 20 kilos lighter than the previous Tolemans. It also had a revised bottom section to the chassis and a different water system. But the biggest change was the reppearance of Brian Hart's monobloc engine. This engine first appeared at Hockenheim. The engine is cast in one piece, there being no cylinder head gasket. It's very difficult to build, but one of its main advantages is that it disperses heat more efficiently throughout the engine. Henton hoped that this engine would give the car better acceleration, and on Friday he set 22cnd fastest time within minutes of the start of the session. The car then suffered intercooler trouble. The next morning, the engine broke a drive belt and the pistons hit the valves, to Brian Hart's immense disappointment. So Henton had to defend his 22cnd spot with the older spare car, which proved impossible. Warwick had an older unit, and after a crash on Friday, failed to qualify on Saturday.



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